

Intimation:

Powell's

Alexandra Buildings.

ARE PRODUCERS OF

THE MOST UP-TO-DATE TIME AND LABOUR-SAVING DEVICES IN MODERN OFFICE FITTING.

FILING - - - CABINETS

With nests of drawers

SUITABLE FOR Every Description of NUMERICAL and ALPHABETICAL FILING.

DESKS, CHAIRS, TABLES, BOOKCASES, CUPBOARDS, &c.

PARTICULARS ON APPLICATION.

WM. POWELL, LTD.

HONGKONG.

Telephone 57th June 1910

A 150-TON HAMMER-HEAD CRANE FOR JAPAN.

THE MITSUBISHI DOCKYARD'S LATEST ACQUISITION.

A recent number of *Engineering* illustrates a 150-ton electrically-operated hammer-head crane recently constructed by the Appleby Crane and Transporter Company, Limited, of Parkhead, Glasgow, for the Mitsui Bishi Dockyard, Nagasaki, to the order of Messrs. H. J. Stockton and Co., of London. It consists of a four-sided tower on a masonry foundation on a well-piled area. On the tower is a horizontal slewing-jib, which is pivoted on a central pivot, and revolves on a roller-path secured to the top of the tower. The front end of the jib carries a trolley, on which are fixed the upper pulleys for both the main and auxiliary hoisting-gears. The gears themselves, together with the trolley traversing-gear, are situated in a house, at the back end of the jib. The house, with the gears, serves partly to balance the load, while additional balance is obtained by two large ballast boxes, which are fixed at end, and form part of the structure of the jib. The slewing-gear is carried in the framework of jib at the front of the roller-path. Four motions are arranged for, all worked by separate motors—viz., heavy hoisting, light hoisting, racking, and slewing. All these motions can be worked at the same time.

The main hoisting-gear, situated in the house at the back end of the jib, consists of a barrel driven through three spur-gearing speed-reductions, by two 50-h.p. 400-revolutions-per-minute motors. The barrel is of cast iron, 7 ft. in diameter, and has a turned spiral groove arranged to coil the whole of the rope at a single lap, and a substantial flange, on to which is a spur-wheel is bolted. The rope passes from the barrel over a pulley fixed on the travelling-trolley to the snatch-block, and thence back to one of the upper pulleys on the trolley, from there back to the snatch-block, and so on, finally being anchored at the extreme front end of the jib. In addition to the three reduction-gears mentioned above, a two-speed gear, with a ratio of 1 to 3, is fitted to the first-motion shaft. The gear is arranged with clutches and levers in such a way that the motor shaft can drive the first-motion shaft either direct or through the speed-reductions. When the crane is lifting loads of over 50 tons the reduction gear is thrown into contact, but with lighter loads it is cut out. The barrel spur-wheel and its pinion have cast teeth, the pinion being double-shrouded. All other gear-wheels are of cast steel with machine-cut teeth, and have pinions of wrought steel with teeth cut from the blank. All bearings are fixed to framework with turned fitted bolts. The rope is 6 ft. in circumference, and was supplied by Messrs. Thomas and William Smith, of Newcastle-on-Tyne. The auxiliary hoisting-gear is also situated at the back end of the jib. It consists of one 50-h.p. motor driving a barrel through two spur-gearing reductions. The rope passes from the barrel over a pulley on the trolley to the snatch-block, back again to the trolley, and is anchored to the front end of the jib in a similar way to the main hoisting rope.

Each lifting-gear is fitted with three independent brakes—viz., an automatic mechanical brake, applied by the load and released by the motor; an automatic electro-mechanical brake, applied by a weighted lever and released by the motor current; and an automatic centrifugal brake, connected to the motor spindle and released by springs. In addition to these brakes an emergency brake, worked by hand from the driver's cabin, is fitted. In the case of the main gear this brake is capable of lowering heavy loads at any required speed, or of holding them independently of all the other brakes.

The traversing-gear is situated at the back end of the jib. It consists of two vertical drums driven by a 50-h.p. motor through one spur-gear reduction and one worm-gear reduction. The rope is wound around the two drums in capstan fashion, and is attached to each end of the trolley. The trolley consists of two carriages running on the two girders forming the jib. The carriages each have four wheels arranged for running on double lines of rails of 4 ft. gauge, and are connected together by a system of cross-girders which carry the rope-sheaves. Rocking bearings are interposed between the cross-girders and the carriages, in order to equalize the load on the rails.

The jib rotates on a roller-path which is fixed to the top of the tower. This path is a ring 40 ft. in diameter, and on it a complete circle of coned rollers run. The rollers are constrained to maintain their radial position by two rings of mild steel, between which they lie, while their pitch is fixed by a series of radial rods which connect to a centre revolving bearing. The jib rests directly upon the rollers, the upper roller-path, fixed to the jib, consisting of two segments each about 30 ft. long, attached to the front and back of the jib respectively. The centre pivot consists of a pin 16 in. in diameter, with a nut at the bottom and a flange at the top, which is fixed in two centre boxes attached to the girder work of the tower. Two centre castings, attached to the jib revolve on the upper part of this pin. One of these has a swivelling bearing to take the horizontal forces, and the other has a radial bearing to take the vertical forces. It has been assumed that through an accident the jib might be loaded to such excess that it would overcome the balance, weight at the back, and put an upward pull on the centre pin. This pin has accordingly been proportioned to withstand simultaneously a tensile load of 300 tons, and a bending load of 100 tons. Under these conditions the stress on the pin, as made, would not exceed six tons per square inch. Normal there are no pull on the pin, and the horizontal force, as nearly as can be determined, does not exceed 50 tons with the test load, so that a very ample margin for contingencies is provided. The roller-paths are cast steel, machined top and bottom, and are fastened together at the joints by turned bolts in reinforced holes. The lower path consists of 12 segments, and the upper of four segments. The lower path provided with

a ring of double-throwed cyclical teeth on the outside.

When slewing, the jib is driven by a large pinion which gears with the toothed ring on the lower roller-path. This pinion is fixed at the bottom end of a vertical shaft, which is driven by a 50-horse power, 500-revolutions-per-minute motor through two spur-gear reductions and one bevel gear reduction. The spur-gear is fitted with a claw-clutch arrangement, so that two slewing speeds are provided. The vertical shaft is carried in a long casing, which is fixed to the slewing-gear bed-plate at the top, and the upper roller-path at the bottom. The bed-plate carrying the motor and gear is fixed to cross-girders inside the jib, and is provided with a protecting-house. The spur-wheels are all of cast-steel, while the pinions are of wrought steel, with their teeth machine-cut from the solid. A cast-iron brake drum is fitted on the first-motion shaft, and is provided with a wood-lined brake strip controlled from a foot-lever in the operator's cage. The lever is provided with a ratchet segment and pawl, so that operator can fix the brake on when necessary, in order to prevent the jib being blown down in a high wind.

The tower consists of four rectangular columns built up of steel-plate and angle sections riveted together and provided with the horizontal and diagonal bracing on the four sides. The top of the tower is formed with a system of braced girders to carry the roller-path and centre-pin sockets, and is surmounted by a level platform extending to the four sides, and provided with a hand-railing all round. Staircases, built up of channels and chequer-plates, lead from the ground to the top platform, the upper flight of stairs being in duplicate, and arranged so that the access can always be had to at least one corner of the platform, no matter what position the jib is in. The jib built of steel plates and angles riveted together. The load-arm consists of two compound lattice girders connected together at the extreme end and where they attach to the centre portion. The top members of each girder have two steel bridge rails at 4 ft. centres for the travelling trolley, and are connected together by bracing, while the lower members are also connected together by bracing, so that each girder laterally stiffened to withstand wind pressure or buckling stresses. The centre portion of the jib is constructed by lattice bracing right across from one girder to the other, and has stiff girders over the roller-path, front and back, and over the centre pin. The girders of the ballast arm are also connected together right across, top and bottom, and have a large steel plate-box stiffened with angles, to hold the ballast.

The motors for the crane were manufactured by Messrs. Vickers Sons and Maxim, Limited, of Sheffield, and are of the totally-enclosed series-wound type. The controllers were manufactured by the Electric and Ordnance Accessories Company, of Birmingham. The electric supply is direct current at 220 volts. The capacity of the crane is as follows:—

It will lift 150 tons at 80 ft radius on slow gear.
It will lift 50 tons at 142 ft radius on quick gear.
It will lift 25 tons at 142 ft radius on auxiliary gear.

Intimations

HONGKONG GYMKHANA CLUB.

THE EXTRA MEETING OF THE HONG KONG GYMKHANA CLUB will be held at Happy Valley, TO-MORROW, the 6th August, 1910, commencing at 1.30 P.M. The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,

Hongkong, 5th August, 1910.

BARMAIDS WANTED.

TWO BARMAIDS wanted, English, American or Australian, for Northern Port. Liberal Salary. 6 months Contract. Apply, stating particulars, before the 20th inst., care of this paper.

Hongkong, 3rd August, 1910.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 10th August, 1910.

Auctions.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by

PUBLIC AUCTION,

on

THURSDAY,

the 11th day of August, 1910, at 3 o'clock in the afternoon, at his Sale Room in Daddell Street, Victoria, Hongkong.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY, situated at Victoria aforesaid, viz.:

ALL THAT PIECE or PARCEL of GROUND situated at Victoria aforesaid registered in the Land Office as INLAND LOT No. 107. Together with the messuages thereon known as Nos. 41, 43, 45, and 47, Hollywood Road and Nos. 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 28

HONGKONG IN 1909.

SIR HENRY MAY'S REPORT.

In concluding his report, dated 20th July, to the Secretary of State, on the Blue Book for 1909, Sir Henry May makes the following general observations on the more notable events in the year. He writes:—

The assessment made for the year 1909-1910, (1st July to 30th June), shows a slight decrease in the rateable value of the whole Colony of 0.60 per cent. In Shikuliwan, the Hongkong villages, Kowloon Point, Yau-mai, Hung-hom and Kowloon villages there is an increase ranging from 0.44 per cent. to 0.53 per cent., but a decrease is shown in the Hill District of 0.31 per cent., and in Mongkoktsi of 0.73 per cent. There is a noticeable increase in New Kowloon of 54.54 or 66.66 per cent.

The average rate of exchange (demand on London) which had been 1/9 7/8 to the dollar for 1908 fell to 1/9 5/8 for 1909.

SUBSIDY COINS.

The position with regard to subsidiary coins remained unsatisfactory, and during 1909 the Government withdrew from circulation silver subsidiary coins amounting to the face value of \$779,712 and copper to the face value of \$40,646. These coins were shipped to England where they were melted down and sold as bullion for £57,757 11. 4d. and £1,535 2s. 1d. respectively. The loss to revenue by this transaction amounted to \$7,853 17. The discount during the year on Hongkong subsidiary coins varied between 4% and 7%, and on Chinese subsidiary coins 4% and 8%. Hongkong copper coins were from 1:5 to 1:20 per \$; Chinese copper coins from 1:12 to 1:25 per \$. Negotiations continued without success between this Government and the Chinese Authorities with a view to decreasing the excess of Chinese subsidiary coins.

OPIUM DIVANS.

In pursuance of the policy of H.M.'s Government, 26 opium divans were closed on the 1st March, 1909, and compensation amounting to \$1,613 was paid to the divan-keepers. All remaining divan-keepers both in the Colony and the New Territories were notified that no licences would be renewed after 18th February, 1910. The opium laws of the Colony were consolidated in September last and were amended so as to give full effect to the recommendations made by the International Opium Conference, which sat at Shanghai during February, 1909, and to the policy of H.M.'s Government. Tenders for the lease of a new Opium Farm for 5 years from the 1st March, 1910, were called for, and the lease was granted to Messrs. Ho Kom-tong, Ng Li-ling, Lau Chai-pak and Chan K'ai-meng, at an annual rental of \$1,833,300. This means a loss to the revenue of \$245,860 during 1910 and of \$170,660 during each of the years 1911 and 1912.

The restrictions on the consumption of opium both inside and outside the Colony are as follows:—

(1) The smoking of opium is restricted in Hongkong primarily by the existence of a monopoly under which the sole right of preparing opium for smoking and of selling the prepared drug is vested in a monopolist who is thus enabled to charge a very high price for the drug. The selling price of prepared opium and gross opium is \$4.50 and \$1.00 respectively per Chinese ounce (1/16 oz.). The monopolist alone can import prepared opium.

(2) Opium divans (or opium dens as they are called by some) have been closed, as explained in the preceding paragraph. Heavy penalties are imposed for the illicit opening of a divan. Persons found smoking in a divan are liable to fine and persons found in, or escaping from, divans are under the law presumed to have been smoking therein.

(3) Penalties are imposed on any person who administers any injection or furnishes morphine to any other person except under prescription from a qualified medical practitioner.

(4) The importation for sale or use within the Colony, the preparation, manufacture and sale of morphine and compounds of opium are restricted by licence.

SALE OF MORPHINE.

Licences are restricted to a few chemists and druggists of good repute who have to pay a royalty to the monopolist referred to in (1), of ten dollars per part of morphine and four dollars per part of compound of opium other than morphine. The price is thereby enhanced. Under the conditions of these licences morphine and compounds of opium may not be sold to the general public in quantities less than of the value of 10 cents. The vendor must supply the purchaser at the time of sale with a counterfoil certificate.

The possession of morphine and compounds of opium without such certificate is illegal, and in quantities exceeding 12 official doses whether covered by certificates or not.

Supervision of the trade in these drugs is ensured by the compulsory keeping of books by the licensee which are open to inspection.

Opium, morphine and compounds of opium are declared to be poisons under the Pharmacy Ordinance. Under the provisions of that Ordinance the seller must mark in English and Chinese the bottle or other package containing any such article, with the name of the article, the word "poison" and the name and address of the seller. In addition under the conditions of the licence above referred to, medicines purporting to be for the cure or relief of the opium habit, or to be substitutes for opium smoking or taking for the morphine habit, and themselves containing opium, morphine or any compound of opium must bear labels of such effect in Chinese writing for the information of the purchaser.

The import for purposes of export of morphine and compounds of opium is regulated by licence under conditions for storage in a bonded warehouse and for the keeping of books, where, by the trade is supervised.

The export of prepared opium or gross opium by any person (including the monopolist of the preparation and sale of prepared opium) to China, French Indo-China or any country which prohibits the import of prepared opium or gross opium is illegal.

The export of prepared opium and gross opium to countries to which it is lawful to export them, is only allowed under permit.

Similarly the export of morphine and compounds of opium to countries which prohibit their import, is illegal.

Stringent regulations are in force for regulating the trade in cocaine, its derivatives and compounds with a view to prevent their use as substitutes for opium.

LIQUOR DUTIES.

In order to replace the revenue lost on opium, a law was passed on the 17th of last September imposing duties on intoxicating liquors consumed in the Colony and in this connection the Imports and Exports Office was reorganized. Lieut. Beckwith, R.M., the Assistant Harbour Master, being appointed Superintendent. By the close of the year a sum of \$101,844.30 had been realized from the new liquor duties.

HONGKONG UNIVERSITY.

Much progress was made with the collection of an endowment fund for the proposed Hongkong University. The Government of Macao made a donation of \$8,422 and the Chinese Government one of \$13,638. Messrs. Butterfield and Swire and their allied firms contributed £40,000 and H. K. Cheung Yau-tsun, Governor General of the Liang Kuang Province, \$100,000. Chinese residents in Wai-chow through Mr. Chang Yat-sze \$91,764, Chinese residents in Hongkong \$198,000, Chinese residents in Canton \$103,974, Chinese residents in Saigon \$10,000, the Hongkong and Shanghai Bank \$50,000, Messrs. Jardine, Matheson & Co. \$15,000, and Messrs. David Sassoon & Co. \$15,000. E. D. Sassoon & Co., the Chartered Bank of India, Australia and China, and Messrs. Carter & Mody \$50,000 each. Other sums have been promised. Mr. Ng Li-hing, a resident in the Colony, has undertaken to transfer a sum of \$50,000 originally intended for the Hongkong College of Medicine to the University and the Chinese residents of Saigon have promised a second subscription of \$11,000. The total fund at the close of the year stood at \$1,479,194. His Majesty's Government, as a token of their sympathy with the undertaking, granted a sum of £300 per annum for the endowment of a scholarship at the proposed University, and H.M. the King was graciously pleased to permit the holders of this scholarship to be designated as "King Edward the Seventh Scholars". A site for the University was selected at the junction of the Potting and Bonham Roads, and at the beginning of the current year the foundation stone was laid by Sir Frederick Lugard.

TYPHOON.

Between the 19th and 20th of October a very severe typhoon struck the Colony. Timely warning of the approaching storm was fortunately given from the Observatory. The damage done to Government property cost over \$50,000 in repairs. Private property also suffered severely. The Destroyer H.M.S. *Hanly* and H.M.S. *Janus* were kindly sent by Commanders (now Rear-Admiral) Lyon to the assistance of a number of disabled junks which were reported to the S.W. of the Gap Rock Lighthouse. These towed in 4 disabled junks and distributed rice and water to other junks which were short of provisions. A tug hired by Government was also out and brought in 52 shipwrecked Chinese and one junk. Later the Destroyers accompanied by H.M.S. *Cadmus* made a further and more extended search in consequence of a report that there were other derelict junks in need of assistance. They returned after 3 days' cruise without having found any more vessels. It is presumed that with a change of wind these would have gained the mainland. In addition to these rescues the Ocean Steamship Co.'s *Telemachus* brought in 11 shipwrecked Chinese and a German steamer, the *s.s. Matilde*, towed in 6 junks—a very creditable performance. Two other steamers brought in 16 men and a junk. The total saved was 82 men and 11 junks.

DELIMITATION OF MACAO. In June General Sir J. Macleod, K.C.M.G., and Kao Kih Chiu, Portuguese Commissioner and Chinese Commissioner respectively for the delimitation of the boundaries of Macao, arrived in Hongkong where they held their deliberations in the house of the Consul-General for Portugal. The Conference closed on the 13th November.

V. R. C.

The Victoria Recreation Club, which under the style of the Victoria Regatta Club held its first regatta in 1849, and is the oldest athletic club in the Colony, successfully celebrated its sixtieth anniversary on the 10th of July at its handsome new club house, on an extension, adjoining the Naval Yard, of what was formerly Murray Pier.

CLUB GERMANIA.

On the 27th of November the Club Germania commemorated its fiftieth anniversary, a large number of the English community, including His Excellency the Governor, being present.

LATE MR. BAIN.

On the 21st of April Mr. George Murray Bain, who has been aptly called the doyen of the Press in the Far East, passed away after some months of precarious health. Mr. Murray Bain came to the Colony in 1866 as sub-editor of the *China Mail*. In 1873 he became proprietor of the paper which he was successfully and honorably identified up to the time of his death.

Events Coming.

Saturday, 6th August.
Geo. P. Lammeret. Auction sale of Furniture at Quarry Point, Quarry Bay 11 a.m.
Gymkhana, Race Course, 3.30 p.m.
V.R.C. Aquatic Fete, 9 p.m.

Tuesday, 9th August.
Hongkong, Canton and Macao Steamboat Co.'s half-yearly meeting, noon.

Thursday, 11th August.
Auction sale of valuable Leasehold Property, at Mr. G. P. Lammeret's, 3 p.m.

Friday, 12th August.
Auction sale of valuable Leasehold Property, at Mr. G. P. Lammeret's, 3 p.m.

COMMERCIAL.

August 5th, 3 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. R. S. Kadoorie & Co.:

Alagars	.....	6/3
Anglo-Javas	.....	11 1/2
Anglo-Malays	.....	25/0
Balgowies	.....	18
Batu Tigas	.....	115/
Bertams	.....	115/
Bukit Kajang (pp)	.....	63/
Bukit Rajahs	.....	25/
Caray Uniteds	.....	25/
Castledowns	.....	120/
Changkat Serdangs	.....	54
Cheras (part paid)	.....	813
Da (fully paid)	.....	516
Damansaras	.....	17 1/2
Eastern Internationals	.....	26 1/2
Fed. Selangors	.....	25/
Glenaglys	.....	52 1/2
Glenahills	.....	123/6
Golden Hopes	.....	120/
Highlands and Lowlands	.....	120/
Indragiris	.....	525
Inch Kenneths	.....	—
Jequies	.....	—
Jonglandors	.....	—
Kamulangs	.....	6/6
Kuala Lumpurs	.....	195/
Landrons (fully paid)	.....	—
Landrons (ppd.)	.....	—
Labors	.....	—
Ledburys	.....	83/6
Lingalls	.....	56/
London Asiatics	.....	139/
London Ventures	.....	71/
Merlmaus	.....	71/
Pajans	.....	56
Pegohs	.....	316
Rubber Trusts	.....	34/
Saggs	.....	330/
Sandycrofts	.....	335
Sapongs	.....	—
Seafields	.....	—
Sekongs	.....	316
Shelfords	.....	78/9
Singapore & Johores	.....	516
Sumatra Paris	.....	115/
Sungei Chohs	.....	172/6
Sungei Kapars	.....	163
Tandjongs	.....	216
Tangkals	.....	216
Tecrangs	.....	71/
Old Rantis	.....	—
United Serdangs	.....	130/
United Singapore	.....	5175
United Sumatras	.....	127/
United Langkats	.....	80/

Para Rubber.....8/9

SINGAPORE QUOTATIONS.

Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

Alor Gajahs	.....	\$2.50
Ayer Kuning	.....	12
Ayer Panas	.....	9
Balgowies	.....	16
Changkat Serdangs	.....	124
Elphinstones	.....	24
Glenaglys	.....	72
Indragiris	.....	18
New Serendabs	.....	2.50
Pajans	.....	158
Pastals	.....	14
Pegohs	.....	34
Sandycrofts	.....	33
Singapore and Johores	.....	15
United Singapore	.....	2

YARN MARKET.

Hongkong, 5th Aug. 1910.

Since our last report, the yarn market has continued listless. There has been nothing doing, in spite of the willingness of sellers to accept cheap rates. Complaints in respect of overdue contracts continue. Buyers cannot dispose of their holdings, even at low prices, to satisfy demands from the country, owing to the readiness of some holders to sell at low figures, provided large sales are put through. The Shanghai market continues dull, which is accounted for by the position of rubber in the Northern settlement, with consequent heavy losses and Chinese bank failures, the ill effects of which seem to have spread to the local market. What meagre sales have been transacted were put through at \$1. to \$1.10 lower and as regards the present quotations, a drop of \$7 to \$13 has been recorded compared to the previous rates. At the close, the market is reported very quiet and gloomy.

Total sales 1,700 bales.
Unsold stocks 17,000 bales.
Sold but undelivered in the godowns and to arrive 46,000 bales.

Arrivals.—The mail's *S. Dymks* and extra *str. Colombo Maru* from Bombay, and *str. Kaitang, Lightning* and *Lalang* from Calcutta have brought in 6,988 bales for Hongkong, and 5,997 bales for Shanghai; shipments from Hongkong to Shanghai, and Coast ports, amount to about 500 bales.

Shanghai.—Market continues dull.
Japanese Yarn.—About 500 bales of No. 20 were sold at \$153 to \$159.

Local Mill.—Nothing doing.
Raw Cotton.—Market quiet. Nothing doing either in Bengal or Chinese. Stock 253 bales Bengal and 20 bales Chinese. Quotations: Bengal \$31 to \$35 and Chinese \$34 to \$39 per picul.

Ropees, T/T 121. Ropees, D/D 121. Sterling, D/D 104. Sterling, 4m/108. Shanghai, T/T 74. Japan 86. Bar Silver 44.

Polishwallas & Kowall.
Cotton & Yarn Brokers.

REPORTS from different sections of the United States show an alarming increase in the new disease of children known as infantile paralysis. Physicians continue to be puzzled by the new malady and the mortality from it is increasing.

Today's Advertisements.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 8th day of August, 1910, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND adjoining Island Lot 1712, Conduit Road, in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Area.		Annual Rent.	
No. of Lots.	Regist. No.	ft.	in.	Sq. ft.	Sq. yds.	£	s.
1	1712	110	0	12,100	278	10	0

(As per sale plan.)
Hongkong, 5th August, 1910. [525]

NOTICE TO CONSIGNEES, FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the 8th inst. will be landed at consignees' risk and expense.
Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & Co. LIMITED,
Agents.
Hongkong, 5th August, 1910. [527]

HONGKONG-BOSTON AND NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).

S.S. "WRAY CASTLE" SATURDAY, 6th Aug. 5 P.M.
For Freight and further information, apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 5th August, 1910. [480]

FORMOSA SUGAR.

THE CHINA MARKET.

The sugar boom still continues in Formosa, but the existing sugar companies in the island have become a little nervous and now propose a combine or Trust. The *Ostia* *Maitchi* observes that the proposal has been made from the fear that the over-production of sugar will drive the various companies into keen and damaging competition in a few years. While the policy of the Formosan Government is against granting any more charters for the formation of sugar companies in Formosa, a company-promoter is often able to force the Formosan authorities to grant a charter by various ploys and pretenses. For instance, the Hokko Sugar Company has purchased a portion of the sugar plantations held by the Dai Nippon Sugar Company, and has applied for a charter. The Imperial Sugar Company has purchased a number of small sugar mills operated by Formosans, and with them has formed a new concern. These companies declare that they are not forming new concerns, but are merely changing the names of old-established enterprises. Some company-promoters anticipate an over-production of sugar, which would certainly result in the incorporation or buying-out of smaller companies, as in the case of the purchase by the Dai Nippon Sugar Company of the Dai Nippon mill, at enormous expense. In the event of the old and new companies going to work seriously, continuous the *Ostia* *Maitchi* is certain that they will experience difficulty in finding a field for the sale of their sugar in four or five years to come. The average price of Java sugar during the past five or six years was about 40 per bag, but it is now as high as (approximately) 50. This is an exceptional rate, and cannot be maintained. There can be no doubt that the market will subside to average figures before long. In estimating the possibility of exporting Formosan sugar to China and other foreign countries it is necessary to base the price on the average quotation of Java sugar. Now taking the average price of Java sugar at 46 per bag, this price is not more than sufficient to cover the cost of the sugar cane in Formosa, and it is impossible for Formosan sugar-mills to compete successfully with the Java product. The case, however, is different if the Government takes measures for the encouragement of the export of Formosan sugar by granting a bounty. If such a bounty is not granted by the Government, the formation of more new sugar companies is purely suicidal. Not only will the existing companies be affected, but the Formosan sugar industry as a whole will be disturbed.

(From the above it will be seen that Formosa sugar can only compete with Java sugar in Japan by virtue of what are practically subsidies so it can only compete with Java sugar abroad by virtue of bounties. As it is essentially necessary for the prosperity of the country to maintain the price, the time when this "infant" industry can stand alone very much depends. Meanwhile the whole people are taxed for the benefit of a few mill-owners.)

CLIFFORD-WILKINSON'S TANSAN

WAS AWARDED

THE GOLD MEDAL

AT THE

ANGLO-JAPANESE EXHIBITION

1910.

The Tansan had to be transported from Japan to England, undergoing several variations of climate, and was in competition with the leading German and Austrian Waters.

This proves the very superior quality of Clifford-Wilkinson's Tansan.

Tansan is invaluable for Dyspepsia, Rheumatism, &c., &c.

SOLE AGENTS,

H. PRICE & COMPANY, LTD.,

12, Queen's Road Central, Hongkong.

Telephone No. 131.
August 4th August 1910.

Today's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship
"GREGORY APCAR"

Captain S. H. Bolton, will be despatched for the above ports on WEDNESDAY, the 10th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co. LIMITED,
Agents.
Hongkong, 5th August, 1910. [524]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship
"ARRATOON APCAR,"

Capt. W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 9th inst., at 3 P.M.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a daily certified Doctor.

RETURN TOURS TO JAPAN
(Occupying 20 days).
Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.
Fares for round trip \$20.

For Freight or Passage, apply to
DAVID SASSOON & Co. LIMITED,
Agents.
Hongkong, 5th August, 1910. [519]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENLAWERS,"
FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 5th August, 1910. [525]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Tide vessel brings on Cargo:—
From London, &c., as s.s. *Maria*.
From Australia, &c., as s.s. *Macdonald*.
From Calcutta, &c., as s.s. *Namur*.
From Persian Gulf, &c., as s.s. *N. N. and B.*
& P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 3rd August, 1910. [4]

Hongkong, 18th July, 1910. [4]

"FRENCH STORE."

CLIFFORD-WILKINSON'S TANSAN

WAS AWAR

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between Osaka, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B., &c.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" TUESDAY, NOV. 8TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 42/-
Via New York 45/-
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
L. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Plot).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI	HANGSANG	SATURDAY, 6th August, Noon.
TIENTSIN via SWATOW, WEI, HAIWEI & CHEFOO	CHIPSING	SUNDAY, 7th Aug., Daylight.
SHANGHAI	CHOYSANG	TUESDAY, 9th Aug., Noon.
MANILA	YUENSANG	FRIDAY, 12th Aug., 4 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 19th Aug., Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Katsura*, *Nanpang* and *Yokohama* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**, General Managers.

Telephone No. 215. Hongkong, 5th August, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
SHANGHAI	"LINAN"	7th Aug., Daylight.
MANILA	"TAMING"	9th " 3 P.M.
CHEFOO & NEWOHWANG	"NANOHANG"	9th " 4 P.M.
SHANGHAI	"CHINHUA"	11th " 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	16th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	31st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anbei*, *Chuen*, *Liuen*, *Chinkun*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

M.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**

Telephone No. 36. Hongkong, 5th August, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
LAIRIO	1500	A. Grey	MANILA	SATURDAY, 6th Aug., at Noon.
MOBI	1400	R. Rogers		SATURDAY, 13th Aug., at Noon.

For Freight or Passage, apply to **SHEWAN TOMES & CO., GENERAL MANAGERS.**

Hongkong, 5th July, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TAGOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 10th Aug., at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.

The Co.'s newly built steamers have full speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TASMUI v. SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 7th Aug., at 10 A.M.
SHANGHAI via SWATOW, AMOY AND FOCHOW	"CHOSHUN MARU" Capt. T. Suroga	THURSDAY, 11th Aug., at 10 A.M.
ANPING via SWATOW and AMOY	"SOBU MARU" Capt. H. Murayama	WEDNESDAY, 17th Aug., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th August, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	WAKASA MARU, Capt. N. Nielson, Tons 7000 ATSUTA MARU, Capt. Wm. Thomson, Tons 6000 HITACHI MARU, Capt. N. Matheson, Tons 7000	TUESDAY, 9th Aug., at 4 P.M. WEDNESDAY, 17th Aug., at Daylight. WEDNESDAY, 31st Aug., at Daylight.

VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. J. Nago, Tons 7000	SATURDAY, 13th Aug., From KOBE
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	TAMBA MARU, Capt. S. Sato, Tons 7000 AWA MARU, Capt. S. Ishikawa, 7000 Tons	TUESDAY, 16th Aug., at 4 P.M. TUESDAY, 13th Sept., at 4 P.M.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMAYO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 2nd Sept., at Noon.
--	--	-----------------------------

BOMBAY, via SINGAPORE AND COLOMBO	BOMBAY MARU, Capt. Teranaka, Tons 5000	TUESDAY, 9th Aug.
-----------------------------------	--	-------------------

SHANGHAI, MOJI & KOBE	TOZA MARU, Capt. Y. Nomura, Tons 5000	WEDNESDAY, 17th Aug.
-----------------------	---------------------------------------	----------------------

NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 31st Aug., at Noon.
-----------------------------	---	--------------------------------

KOBE and YOKOHAMA	KITANO MARU, Capt. F. E. Cope, Tons 9000	THURSDAY, 18th Aug., at Noon.
-------------------	--	-------------------------------

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMERCIAL AKEI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers. — Calling at Saigon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR TRAITS, CHYLLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE."

Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for BOMBAY &c. TO-MORROW, the 6th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Monrovia*, 9,105 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay by the R.M.S. *Himalaya*, due in London on 18th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to **E. A. HEWITT, Superintendent.**

Hongkong, 25th July, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARDIGANSHIRE."

Captain W. O. Tyne, will be despatched at above on or about 10th inst.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD., Agents.**

Hongkong, 4th August, 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA."

Captain Reisto, will be despatched at above on FRIDAY, the 12th inst., at 3 P.M.

For further Particulars regarding Freight and Passage, apply to **CARLOWITZ & Co., Agents.**

Hongkong, 1st August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., TAGOMA AND SEATTLE via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Onward
<i>Ridgill</i>	3,800	H. E. Dowell	23rd Aug.
<i>Swaine</i>	3,800	F. S. Cowley	27th Sept.
<i>America</i>	3,800	G. B. McGill	20th Oct.
<i>Amelia</i>	3,800	J. Boyd	20th Nov.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to **DODWELL & CO., LIMITED, General Agents.**

Queen's Buildings, Hongkong, 28th July, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK ONLY.

S.S. "DEARMAR" (To sail based on or about 25th inst.)

For Freight and Passage, apply to **DODWELL & CO., LIMITED, Agents.**

Hongkong, 14th July, 1910.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched at above on SATURDAY, the 30th August, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which secures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO., Agents.**

Hongkong, 30th July, 1910.

Intimations.

F. BLACKHEAD & Co.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINERS PATENT MOTOR LAUNDRERS, &c., &c.

Sole Agents for FERGUSON'S SPECIAL GRAM and P. & O. SPECIAL LIQUOR BOOTON WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 11th March, 1910.

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.

Hongkong, 11th July, 1910.

(47)

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CHINESE-MAKERS AND ART DECORATORS.

from Shanghai, has re-opened their FURNITURE STORE

at

No. 59, DES VOTER ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be had in order in any quantity required.

Have been procured by the Hongkong Club, Hongkong Hotel, Telegraph Office, Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Amount to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

25th May, 1910.

ORDERS practically attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Visitors: 5th Avenue, 2nd.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1910, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:

DAILY—\$35 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per annum are proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free, when the address is accessible to messengers. For subscribers who have their copies delivered at their residences without any extra charge, the postage on the weekly issue to any part of the world is 10 cents per copy.

Single Copies (Daily) 1 cent; (Weekly) 2 cents.

Advertisements are charged for postage.

The postage on the weekly issue to any part of the world is 10 cents per copy.

Advertisements are charged for postage.

The postage on the weekly issue to any part of the world is 10 cents per copy.

Advertisements are charged for postage.

The postage on the weekly issue to any part of the world is 10 cents per copy.

Advertisements are charged for postage.

CHINA COAST METEOROLOGICAL REGISTER

August 4th, 1910, a.m.

[illegible]

Der O. T. Horrett	...	...	Shanghai
Commander G. B. Hartford	...	...	Hongkong.

Nicholas	...	Shanghai
nder B. J. Gay, V.C.	...	Wei-hai-wai
nder H. S. Monroe	...	Wei-hai-wai
nder G. O. Hankins	...	Wei-hai-wai
ngkuah	...	Yantai
nder T. J. S. Lyne	...	Bornae
Leamouth	...	Wei-hai-wai
C. Gayley	...	Wei-hai-wai
Power, M.V.O.	...	West River
nder G. P. Leth	...	Yantai
nder O. H. Woodward	...	Wei-hai-wai
I. Stevenson	...	West River
nder J. White	...	Yantai
nder E. J. Southby	...	Hongkong
K. M. Barthes	...	Yantai
urlow	...	Yantai
L. Lyon	...	Yantai
nder H. R. Godfrey	...	Yantai
nder H. T. Atley	...	Yantai
nder C. Lloyd-Thomas	...	Singapore
nder R. L. Hancock	...	Yantai
nder G. B. Hartford	...	Yantai
nder E. R. Brooks	...	Yantai
M. H. Wilding	...	Yantai
nder G. F. A. Moleck	...	Yantai

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	100,000	\$125	\$125	\$1,000,000	\$2,028,988	2 1/2% for half year ending 31.12.09 @ ex	5%	\$350 buyers
National Bank of China, Limited	99,995	4.7	2.0	\$4,000,000	\$90,558	\$8 (London 3/6) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$350	\$50	\$1,000,000	none	\$10 for 1908	6%	\$172 1/2 sellers
North China Insurance Company, Limited	10,000	1.15	1.5	\$1,000,000	Tls. 207,571	Final of 7/8 making 15/16 for 1908	5%	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$330	\$100	\$1,000,000	\$287,084	Final of \$10 per share, making in all \$50 per share for 1908 and an interim dividend of \$50 per share for 1909	6%	\$850 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000	\$707,017	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7%	\$205 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$438,406	\$6 and bonus \$2 for 1908	7%	\$112 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$426,218	\$27 for 1908	8%	\$350 sellers
SHIPPING.								
Obien and Manila Steamship Company, Limited	20,000	\$25	\$25	\$57,743	Dr. \$3,777	3 1/2% for 1906	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000	nil.	2 1/2% for year ending 30.6.1908	...	\$28 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$67,500	\$20,766	Final of \$1 1/2 for account 1910	8%	\$32 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	4.5	4.5	\$128,100	47,537.2	6 1/2% for 1907 on Preference shares only @ ex 1/10 11/16 = \$3.154	...	\$65 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	4.1	4.1	\$720,000	\$199,994	3rd in. of 2 1/2% per sh. (coup. No. 12) making in all 4 1/2% for '08 & interim of 1 1/2% for ac. '09	5%	94 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$71,810	\$1,159	A dividend of 7 1/2% for yr. ending 30.4.1910	4 1/2%	\$24 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$120,000	Dr. \$8,090	\$10 per share for 1909	6%	\$167
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$15,891	\$3 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.8.09	...	Tls. 600 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	4.1	4.1	\$215,000	41,435	Final of 1/6 making 3/4 for 1909	9%	Tls. 16 sales
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 12
Raub Australia Gold Mining Company, Limited	150,000	4.1	18/10	44,471	none	5 1/2% per share 15th dividend	5%	57 1/2 buyers
Oriental Consolidated Mining Co., Ltd.	50,000	4.1	G 10	none	none	Final of Gold \$0.55 for 1909 in all G \$1.15	...	41 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,375	Dr. \$8,460	\$1.75 for year ending 31.12.05	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000	\$264,847	\$2 1/2 for 1909	4 1/2%	\$54 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$221,000	\$132,705	Interim of \$1 1/2 for account 1909	...	\$50 b. and sa.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,161	Final of Tls. 3 making Tls. 6 in all for '9/10	6 1/2%	Tls. 77 sellers
Shanghai and Hongkong Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 697,837	Tls. 9,122	Final of Tls. 4 making Tls. 7 for 1909	7%	Tls. 118 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,314	Tls. 6 for year ending 30.2.09	5 1/2%	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000	\$24,641	\$1.20 on old and 60 cents on first new issue	8%	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$50,000	\$1,777	\$2.60 on old shares and 1.30 on new shares	2%	\$84 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$50	\$10,000	\$27,000	Final of \$ 1/2 making \$7 for year end. 31.12.09	7%	\$88 1/2 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$25,045	\$5,173	45 cents for 1909	6%	\$58 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$169	\$2 1/2 for 1909	8 1/2%	\$32 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,255,045	Tls. 61,969	Interim of Tls. 3 for 1910	6 1/2%	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 10,000	\$1,958	Final of \$1.50 making in all 3 3/8 per share for 1909	8 1/2%	\$39 buyers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 350,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2%	Tls. 120 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$120,000	\$9,553	50 cents for year ending 31.7.08	8%	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,373	Tls. 7 1/2 for year ending 30.9.09	12 1/2%	Tls. 62
Loob-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	7%	Tls. 68 1/2
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 31,173	Tls. 31,173	Tls. 25 for 1909	10%	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$1,500	\$648	15% per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000	nil.	60 cents for 1909	6%	\$9 1/2 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$61,138	60 cents for year ended 28.2.06	...	\$140 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000	\$2,602	80 cents for 1909	9%	\$8 sellers
Daly Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$1,890	\$1.20 for year ending 31.7.09	6 1/2%	\$19 1/2 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$19,000	\$4,590	Final of 40 cents making in all 75 cents per share for 1909	10%	\$68 s. and sa.
H. Price & Company, Limited	13,000	\$10	\$10	\$5,000	\$670	14 percent. viz. \$1.40 for 1909	12%	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6%	\$19 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$9,176	Final of \$3 for 1909	6%	\$135 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$40,000	\$9,176	Final of \$1 making in all \$2 for 1909	9%	\$21
Maat-chappi, of Miln, Bosch & Landbouwer planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 61,924	Tls. 216,882	2nd interim dividend of Tls. 12 1/2 for 1909	5%	Tls. 1,400 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2%	\$14 sellers
Peak Tramways Company (now)	50,000	\$10	\$10	none	Pa. 18,640	None	...	\$10 s. & 1 1/2 b.
Philippine Company, Limited	75,000	\$10	\$10	Tls. 24,510	Tls. 5,350	Final Tls. 1 making Tls. 8 for 1908	2%	Tls. 165 sellers
Shanghai-Sumat Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 75,000	...	First year	...	\$30 sellers
Societe des Pulpes et Papeteries du Tonkin	13,200	50	25	none	none	None	...	\$300 currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,006	None	...	\$25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$27,66	10% for year ending 31st May 1910	10%	\$54 sales
Union Waterboat Company, Limited	150,000	\$10	\$10	\$119,56	none	60 cents for year ending 31.12.09	8%	\$7 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000	\$348	60 cents per ord. share for year ending 31.5.09	5%	\$12 1/2 sellers
Watkins, Limited	10,000	\$10	\$10	none	\$1,041	35 cents for 1909	11%	\$34 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$800,000	\$2,612	None	...	\$7 sales
William Powell, Limited	15,000	\$7	...	none	\$788	None	...	\$2 1/2 sellers

Intimations

COMPANIA GENERAL DE TABACOS

DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$5,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Erquisitos, Reina Victoria, High Life, Londres Finos, Gonchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO., AGENTS.

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

Hotels.

RE-OPENED! RE-OPENED!!

BELLE VIEW HOTEL.

Telephone No. 907.

TO-DAY! TO-DAY!! TO-DAY!!!

7th July, 1910.

UNDER entirely New Management. This popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS.

ICES! ICES! ICES!!!

Served at all hours either in the Dining Rooms or on the spacious and Shady Lawn or Verandahs.

Only best Brands of Liquors stocked. Residence Rates on application. All cordially welcome.

Hongkong, 7th July, 1910.

W. GALLAGHER, Manager.

VIENNA CAFE COMPANY (1910) LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brand of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

Intimations

A TOO STABLE.

LINGTON HILL ROAD. (next to No. 1, Police Station).

HAS established a SHORING FORGE at Lington Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement. Shipping of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:
At the Stables or anywhere in Hongkong, 8 p. per animal.
At Kowloon, 5 p. per animal.

(A TOO STABLE, Lington Hill Road, Hongkong, 2nd March, 1910.)

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'ARVILLE STREET,

HONGKONG.

August 1st, 1910.

(ESTABLISHED 1881.)

\$13 PER ANNUM.
SINGLE COPY 25 CENTS

Pokfulam Reservoir.

SANITARY BOARD'S CONDEMNATION.

GOVERNMENT DISAGREEMENT.

The following letter was laid before the Sanitary Board this afternoon:

Sir,—I am directed to acknowledge the receipt of your letter of the 19th of May in which you forwarded a report by a Select Committee of the Sanitary Board on the catchment area of the Pokfulam Reservoir which has been adopted by the Board.

2. The most important recommendation of the committee is that the use of the Pokfulam Reservoir should be discontinued with effect from the 1st of January 1911. The committee has no authority on sanitation could uphold for an instant the closing of a watershed from which water for drinking purposes is collected as ideal, or under any other heading than dangerous, when the number of sources of contamination, the traffic and the number of houses on the area are taken into consideration.

This is a serious pronouncement especially as it is apparently endorsed by a majority of the members of the Sanitary Board, but the Government consider, and have the right to consider, that on re-consideration will agree with it, that the opinion on which it is based is not well founded.

3. On three notable occasions the Sanitation and Water Supply of the Colony have come under review by Mr. Orbert Chadwick, the eminent Civil Engineer who for many years was Consulting Engineer to this Government. Mr. Chadwick visited the Colony in 1882, in 1890 and again in 1902. On each occasion he reported on the Water Supply among other important sanitary matters. None of his voluminous reports contain one word of condemnation of the Pokfulam Reservoir or its catchment area. On the contrary an increase of the storage of water in the Pokfulam Valley has been recognized by him as a means of increasing the Water Supply. He was well aware of the objections that have been sometimes raised to the situation of the Pokfulam Reservoir. In Paragraph 16 of his report of the 18th April, 1902, he wrote the following noteworthy words: "Further I assert that all the supply (of water) that can be obtained within the Island of Hong Kong, is finite. Speaking somewhat at random I doubt the possibility of much more than doubling the present supply from all sources by work within the Island of practicable character. Again many advocate the abandonment of Pokfulam, some urging this step on account of the excellent building sites which would be liberated, others on Sanitary grounds. I do not, of course, advocate such a step though I am decidedly of opinion that works at Tai Tam should take precedence of any at Pokfulam." In this latter opinion others who have examined the subject concur for it is economically more advantageous to add to the storage of water at Tai Tam than Pokfulam.

4. A consideration of the facts that all building is now or has for many years past been prohibited in the catchment area; that the sewage from the few buildings situated within the area is intercepted and led in other directions; that there is no cultivated land in the area (that the fouling of the area in other ways must be infinitesimal (as indeed the report of the Sub-Committee shows it to be); and that the configuration and nature of the ground ensure that all foul matters deposited or flowing thereinto the area must be destroyed and rendered innocuous before they can reach the reservoir, and that the Government, in giving the Board that Mr. Chadwick had good reason to regard the Pokfulam Reservoir as a perfectly safe source of supply.

5. That it is such and that the catchment area is not subject to dangerous pollution is, in the opinion of the Government, demonstrated by the fact that samples of water taken direct from the reservoir have never on analysis come under suspicion. But in order that the Board may have the fullest information on the subject of this important source of supply, I am to forward the enclosed copy for a report by the Government Analyst, which it is hoped will help to convince the Board that their suspicion of the purity of the Pokfulam supply is unfounded. In connection with this report I am to state that the sample of water taken on the 16th of June and mentioned on para. 2 of Mr. F. Brown's report was taken direct from the reservoir, and that too at a most unfavourable period viz. after the first heavy rain after a long drought when any impurities in the catchment area must have been swept into the reservoir, the latter being at the time only half full.

6. Turning to the minor recommendations of the Sub-Committee, I am to make the following comments upon them:

a. Stricter supervision by the Military Authorities to prevent washing of clothes in the rubbish in front of Mr. Austin Barracks.

In reply to a communication addressed to the Military Authorities on the subject an answer has been received to the effect that no washing has been done by either the married families or men of the detachment; the clothing referred to was laid out on the ground to catch the sun for drying purposes having been washed in the Married Families own quarters.

b. Removal by the Military Authorities of all building rubbish and other rubbish along the path leading from the Cluesway at Craig Rynie to the Parade Ground.

The Director of Public Works has recently issued a permit to the Chief Engineer, South China Command, authorising the deposit of such rubbish subject to the following conditions:—

(1) Nothing but clean building rubbish to be deposited, no house refuse, old tin nor any foul rubbish or matters to be deposited on any account.

(2) All material to be carefully deposited so that it does not encroach on any stream-course.

(3) Whenever the depositing ceases or the available space at any particular point becomes fully occupied, the material to be trimmed off covered with soil and turfed.

There does not seem any necessity to prohibit the deposit of such material nor any occasion to require the removal of the rubbish which has already been deposited adjoining the path to the Parade or Recreation ground.

c. Fencing at least 6 feet high to be erected adjoining Craig Rynie approach and near the Umbrella Seat.

It is proposed to extend the existing railing opposite the Umbrella Seat for about a yard upwards and 6 yards downwards. The stream is most accessible at this point and the extension will render access much more difficult. A fence 6 feet high is considered unsightly and unnecessary. It is not considered that any advantage would be gained by the proposed fencing at Craig Rynie, unless the gate to Craig Rynie and the gate to the Military Recreation Ground were kept locked. The fence, would also have to be continued upwards to meet the fence near the Umbrella Seat.

(d) Gratings to be erected at end of Tunnel.

An endeavour will be made to prevent access to the tunnel. The Military Authorities deny that soldiers bathe in the tunnel.

(e) Training of streams to prevent access and the breeding of mosquitoes.

The training, which would be a costly piece of work, would not prevent access to the streams. As far as the Government is aware no evidence has ever been produced that these particular streams are breeding places for anopheles mosquitoes. When such evidence is forthcoming the training may be taken into consideration in due course when other streams which are known to be breeding places of anopheles shall have been dealt with.

6. In conclusion, I am to state that the Government is fully alive to the desirability of increasing the water supply and that it has already been decided to proceed when funds are available with the construction of the large reservoir at Tyam T. K. At the same time it is not prepared to consider proposals for abolishing the Pokfulam Reservoir which as a productive portion of the Colony's waterworks was valued by Mr. Chadwick in 1890 at \$567,000 (see para. 15 of memorandum on proposed Water Ordinance dated 12th January, 1890.—I am, etc.,

(Sd.), A. M. THOMSON,
Colonial Secretary.

Minute by the M.O.H.—Reference to Mr. Chadwick's report is not complete without the following quotation from that of 1901 concerning the Pokfulam source of supply: "The crests of the hills forming the boundary of the gathering-ground are crowded with houses. These do not indeed drain into the gathering-ground but there will always be a suspicion that filth may be washed down from them into the reservoir. There is also more traffic through the Pokfulam gathering-ground than in the case of Tai Tam."

The suspicion became a certainty when B. coli was found in the filtered Pokfulam water in May last. Moreover, in 1902 the facts referred to typhoid carriers, referred to in my minute of December 18th, 1909, in S. B. O. 2493. A were not known. It must also be remembered that with the yearly increase in the number of houses at the Peak the cooling traffic through the Pokfulam valley increases proportionately, and the risk of contamination of the stream which feeds this reservoir becomes greater year by year. The local system of bucket removal of excreta is an added danger in such an area as this owing to the possibility of a night soil cooler occasionally dumping his load on the hillside, whence it may be washed by rains into the nearest stream.

It is an accepted axiom among water experts that a water should be condemned as unfit for use if any B. coli can be detected in I.C.C., or if any pathogenic organisms are found therein. The report for May 10th, 1910, showed 9 micro-organisms per C. C. in the Pokfulam water and numerous B. coli in one C. C. The latter reports on this water have not yet been sent to the Board by the Government.

The metropolitan water supply (of London) as consumed (i.e. after filtration) usually contains less than 20 bacteria per C. C. and does not contain B. coli.

The conclusions arrived at in Mr. Brown's interesting historical essay on the Pokfulam water-shed are therefore valuable because they ignore the results of the bacteriological examination of the water.

Bacterial contamination cannot be detected by chemical methods and in order to consider intelligently the question of the potability of any given water it is necessary to regard both the chemical and the bacterial contents of such water.

The recommendations of the committee are calculated to still further protect this watershed from pollution, and the Government would, in my opinion, be well advised to give effect to them. The nature of the Chinese coolie is such that when he sees a heap of building rubbish, he naturally regards the place as a general dumping ground, and proceeds to deposit rubbish of all sorts there—in these areas can only therefore be regarded as inviting further danger.

An unsightly fence can soon be rendered slightly in this Colony by creeps, and is in my case better that a polluted drinking water. The best way to "endeavour to prevent access to the tunnel" is to make access impossible by iron gratings.

Dr. G. H. L. Fitzwilliams—I beg to attach a minute on this subject and at the same time as a member of the Select Committee to state that the Report submitted to the Board was never for an instant intended to supply the particular construction which the Govt. have placed upon it.

Dr. G. H. L. Fitzwilliams—With regard to the paragraph 3 of the letter of the Government, in answer to the select committee of the Board to inquire in the conditions obtaining with regard to the water supply and the Water Supply collecting from the area, I do not agree that the report of the Sub-Committee shows: "That the fouling of the area must be infinitesimal and that the configuration and nature of the ground ensure that all foul matters deposited and finding their way into the area must be destroyed and rendered innocuous before they can reach the reservoir and I beg to state that I disassociate myself with the report of the sub-committee if the report can, on any grounds whatsoever, be read to even imply such a statement."

In paragraph 4 the monthly reports for this year do not tally with the statement in the report that samples of water have never come under suspicion. A somewhat similar statement was made at one of the Board meetings and withdrawn, on the evidence of the Government Analyst's report actually on the table, which report stated that the water was considerably worse than only under suspicion.

With regard to the special report of the Government Analyst, Hong Kong, attached to the letter, an impartial person would read it as strongly supporting the party who advocate the early closure of the reservoir.

The paragraph referring to the statement of the Commissioner who examined the London water supply is the crux of the report and the words "in proportion with the enormous bulk of water with which it is then mixed" form the most important sentence of that statement. How does this apply to Pokfulam? Was there an enormous bulk of water present in May of this year to dilute the organism and prevent their being present in such numbers as to give rise to disease, which according to all bacteriological researches requires a certain number of such bacteria for its production? I would remark with reference to this and to paragraph 3 that the water of the reservoir is not of so much importance as its state of impurity.

In 1892, 1890 and even in 1905 (somewhat ancient history for a modern Colony) it is possible that Tai Tam alternative supply was not sufficiently developed to justify Mr. Chadwick expressing himself more strongly on the disadvantages of Pokfulam, and he (April 18th, 1902) can hardly be held as strongly recommending that this reservoir should be retained longer than is absolutely necessary.

How, Mr. E. A. Hewitt I agree with Dr. Fitzwilliams. After reading the letter from Mr. C. B. and the enclosure, I see no reason to change the opinion I have already formed, viz. that the sooner the Pokfulam reservoir is closed the better in the interests of the health of the Colony.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

COLOUR-VISION TESTS.

"To the Editor of the 'Hongkong Telegraph.'"

DEAR Sir,—I beg to enclose copy of what we venture to think is a highly important communication which has just been addressed to the Board of Trade relative to the composition of the new Departmental Committee which has been appointed by the President of the Board of Trade to consider the much vexed question of the Colour-vision Tests which are at present applied to candidates for Masters and Mates certificates under the Board of Trade.

We are strongly of opinion that the composition of the Committee is one which calls for a considerable amount of criticism, and your notice of this matter would elicit our very sincere gratitude, also the gratitude of mariners generally.—I am, etc.,

T. W. MOORE,
Secretary.

[Enclosure.]
The Imperial Merchant Service Guild,
Liverpool.
July 5th, 1910.

"M. 1910 10."
Sir,—With reference to your communication of the 1st June, in which you were good enough to inform us that the President of the Board of Trade was about to appoint a small Departmental Committee to advise as to what changes, if any, appeared advisable in the system of sight tests now in force at Board of Trade examinations, I may say that the Guild, having received information through the medium of this Committee, have now had an opportunity of studying it.

From the Board's letter, to which we have referred, we took it that representative shipping organisations were not to be invited to sit on the Committee, on the ground that the Board had deliberately decided to avoid this method of constituting the Committee as unsuitable, having regard to the nature of the subject to be investigated to the number of interests that would require representation. We naturally assumed from this, and from the fact that the Board of Trade were not themselves intending to be represented, that the Committee was to be a small and strictly impartial one and, presuming the Guild were not disposed to trouble you further regarding it.

But, we now find that the situation is far different from that which we considered we had a right to anticipate. The composition of this Committee is such as to bring its utility into grave question, however able and distinguished each member of it may be. In the first place, we notice that eleven gentlemen have been selected to sit upon the Committee. Of these one is the Secretary to the second largest Association of shipowners in this country. Another is a distinguished order-maker, who is also one of the leading members of the nautical profession and an Elder Brother of Trinity House. Yet the fact remains that the Guild, which represents many thousands of certificated British Captains and Officers, and which is responsible for the immense amount of agitation which has arisen over these eye-sight tests, are excluded from what we suggest is their undeniable right to representation.

But there is a still more serious factor to be taken into consideration. The Board of Trade's action in respect to these eye-sight tests is impugned not nearly so much as that of the Royal Society adopted in the year 1892. It is now, we trust, conclusively proved that these tests, and more particularly so the tests applied to candidates on appeal after failure in colour-vision by Sir William Abney, F.R.S., are discredited and useless for their purpose. They have been the means of inflicting grave injustices, whilst, on the other hand, it is possible that they have enabled men to pass whose colour-vision has been defective and dangerous for sea purposes.

When the matter was, on our behalf, brought before the House of Lords by the Right Hon. the Lord Hunsley, who was supported by the patients of the Guild, Mr. Abney and Mr. Glover—candidates who had been failed in these eye-sight tests—moved for the appointment of a Select Committee, the noble Lord who represented the Board of Trade, Lord Hamilton of Dalzell, after an ominous threat to the effect that the Board had every intention of taking away the certificates held by these gentlemen, stated that the Board were of opinion that the tests, as at present carried on, were efficient, and that they did not consider that any case had been made against the tests. But, evidence was given by a result of the tests, Mr. John Trant, whose defence was taken in hand by the Guild, the President of the Board of Trade has changed his opinion which is now in absolute accordance with that urged by Lord Muskerry, but without avail at the time.

During the course of the Debate referred to, Lord Hamilton of Dalzell stated that, having communicated with Lord Rayleigh—a Past President of the Royal Society, and one who, we think we are right in saying, took a leading part in framing the recommendations relative to the eye-sight tests which exist at present— he had received a letter from the noble Lord regretting that it was impossible for him to be present at the Debate, but authorising Lord Hamilton of Dalzell to say that he did not think the Board of Trade could be wrong in following the advice of Sir William Abney. This therefore amounts to a preconceived opinion which, with the greatest respect to the distinguished noble Lord, is to say the least of it, highly unfortunate on a supposedly strictly impartial Committee.

The case is that the Royal Society is now on its defence and in justice to its position, as the leading body of scientists in the world, must defend the recommendations which it laid before the Board of Trade and which are now discredited on all hands, more particularly by the most eminent ophthalmologists who have devoted special study to the eye and to its deficiency under different circumstances and conditions.

At the special inquiry appointed by the Board of Trade, and presided over by Sir Francis Mowatt, G.O.B., to inquire into the case of Mr. Trant, for the purpose of compelling him to give up the certificate he held, the principal witnesses called on behalf of the Board of Trade were Messrs. F. R. S. Sir William Abney is a leading member of the Royal Society and one who has advised and acted for the Board of Trade in the matter of colour-vision since the recommendations of the Royal Society were adopted.

We notice that one of the Secretaries of the Committee is Dr. William Watson, also a prominent member of the Royal Society, who we understand has acted, or is acting, as an assistant to Sir William Abney at the Royal College of Science. It should be borne in mind that at the case of Mr. Trant Dr. Watson tendered evidence in support of Sir William Abney. Then again, amongst those present at the Special Examination of Messrs. Trant and Glover by Sir William Abney, previous to the inquiry presided over by Sir Francis Mowatt, was Dr. J. H. Farnham, F.R.C.S., and, according

to the Board of Trade, he agreed absolutely with the decision, which was made by Sir William Abney in favour of Mr. Trant. Further, similarly to Dr. Watson, Dr. Farnham gave evidence in support of Sir William Abney, against Mr. John Trant, whose livelihood was at stake.

We fear that it would be difficult to defend the appointment of two witnesses to take part in the deliberations of this highly important Committee, whose evidence against Mr. John Trant was thrown over in favour of practical testimony, to his capabilities and efficiency as an Officer in all respects, and especially so when the side of those who supported Mr. Trant has been completely ignored.

A great weight of prejudiced opinion is, in the first place, thrown into the composition of the Committee which, we suggest, should have been most carefully avoided. If the inclusion of the scientists referred to was deemed requisite by the Board of Trade, in a sense of strict justice, would ask why those who have brought the present tests seriously into question have been provided with the opportunity of taking part in the deliberations of the Committee? We are sorry that we find it an obligation upon us to express our profound surprise and disappointment at the nominations which have been made. It is farthest from our desire to cast any personal reflection whatever upon those holding the distinguished names which we have mentioned. They are known and recognised as men of great attainments, but it is now a question as to whether their matured judgment on former occasions—on which the Board of Trade acted as right in the capacity of witnesses—would have a perfect right to attempt to vindicate their opinions, but we cannot admit this right in respect to their acting as members of the tribunal itself.

The Guild had hoped to co-operate as far as possible in the direction of bringing the deliberations of the Committee to a satisfactory issue, but, as at present advised, this appears to be impossible. We do not know whether any of the medical or surgical societies intend to take action, but the Guild themselves view the constitution of the Committee as a whole with grave dissatisfaction, for any recommendations which may be made by the Committee cannot possibly command that confidence which is necessary for the purpose of removing, once and for all, the serious doubts and difficulties which exist at present in respect to the Board of Trade's tests in colour-vision.

We trust that you will be good enough to lay our views before the President of the Board of Trade, submitting as we do that the selection of the members of the Committee under notice is a matter where careful re-consideration is urgently necessary.—I am, etc.,

(Signed), T. W. MOORE,
Secretary.

The Assistant Secretary,
Marine Department,
Board of Trade.

THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

An anonymous correspondent signing himself Anti-Spoilation writes to the London and China Express on 24th ult. as follows: "As this company appears unable to earn any money for the shareholders, would it not be advisable, as suggested at last year's general meeting, to liquidate the concern, rather than keep it going for the sole benefit of the general managers in China, in conjunction with the directors in London?"

TA CHING BANK.

NEW BUILDING AT SHANGHAI.

Another imposing bank building has been erected in the centre of the Settlement and yesterday the staff of the Ta Ching Government Bank moved into the new premises in Hankow Road from the comparatively small quarters they have occupied for the same thoroughfare for the past years, reports the N. C. D. News of 24th ult. A reception was held in the bank in the afternoon and it was attended by the local Chinese officials and foreign and Chinese merchants. The Director-General, Mr. Chan Yuen-yen, the Director, Mr. Chan Chin-bai, the managers, Messrs. Chou Ching-ju and Sung Han-chang, received the guests and they were allowed to wander over the buildings as suited their inclination.

The new Ta Ching Government Bank is a four-story building of massive construction built of red facing brick and stone dressings in English Renaissance style. The building is divided into eastern and western sections, the frontage of the whole on Hankow Road being 240 feet and the depth, seventy-five feet. The eastern portion of the building is to be given over entirely to the banking business while the western part will be sublet out such times as it may be required by the Bank.

The front entrance to the bank has a large tower rising from it to a height of 100 feet, while at the west end there is an octagonal tower of less height. The main entrance leads directly to the main banking hall, a very commodious room seventy-six feet by forty-three feet. The walls of the hall are paneled to a height of seven feet with oak, plaster decoration being used above that height. The ceiling of the hall is decorated with plaster enrichments which were much admired yesterday, and it is fitted with electric fans and lighted by both gas and electricity.

A feature of this floor is the two massive strong rooms. The remainder of this ground floor is devoted to managers' and other officials' offices which are placed between the main hall and the Hankow Road. The building is fitted with two lifts which run from the ground to the top floor. This lifts are capable of carrying 100 passengers each and will be operated by Messrs. A. Smith and Stevens and supplied by Messrs. Scott, Harding, and Co. On the first floor is a reception room thirty-seven feet by thirty-two feet, with a large double room adjoining. The lower parts of the walls of these rooms are paneled with teakwood and the floors are of special wood block parquet. There are also two strong rooms on this floor; they adjoin the Board room and are for the convenience of the officials with offices on this floor in the front of the building. The second and third floors are entirely devoted to offices except a portion of the third floor which is fitted up as living rooms for a few bank officials.

The western side of the building will be utilised for the time being as offices and flats, the being large and well-lighted. There is also in this part of the building a large room which may be used for a sample room godown in connection with the offices in front. On the third floor is an attractive six-roomed flat with all modern conveniences. The architects were Messrs. Atkinson and Dallas. The strong rooms doors are supplied by Messrs. Chubb & Sons, through Messrs. Jardine, Matheson & Co., the lifts and escalators by Messrs. Maffei, through Messrs. Liberty & Co., and the plate and embossed glass by Messrs. Scott, Harding & Co. The hot and cold water supply and heating installation were carried out by the well-known firm of Richard, Giffitt & Co. of London, for whom Messrs. Howarth, Krulke are the local agents, who meet up special men to do this work.

WILLIAM POWELL, LIMITED.

ANNUAL MEETING.

The 30th ult. The ninth ordinary general meeting of shareholders in William Powell, Limited, was held at the company's offices, Alexandra Buildings, at noon, to-day, for the purpose of receiving the report of the directors and statement of accounts to June 30th, 1910. Mr. G. C. Moxon (chairman of directors) presided. There were present—Messrs. H. J. Gedge (director), H. Percy Smith, J. M. Wong, E. M. Moxon, and Harry Eyre (manager).

The manager having read the notice calling the meeting, The Chairman said:—Gentlemen,—The balance sheet for the year ending 30th June last having been some time in your hands, I will, with your permission, adopt the usual custom and take it as read. The balance of profit at credit of working account is \$4,656.67 against \$3,555.56 last year, and whilst your directors regret the decline they do not think that shareholders need in any way despair as to the future. They are of opinion that the Company gets its fair share of any business going and that the poor result of last year's working is due to singularly dull trade, and to the huge rent they are now compelled to pay for premises occupied. Of the net profit \$3,103.21 they propose that \$435.06 be written off for bad and doubtful debts and \$4,037.02 for furniture and fixtures and the balance of \$573.15 be carried forward to next account. It is considered advisable to bring down furniture and fixtures to a low figure as in the future to new purchases it is possible these fixtures may not be worth more than present book value. After much consideration and search your Board have secured prices which they think will prove economical and advantageous to your business in point of position, and a lease will shortly be signed for the building now occupied by Watson's Aerated Water Factory, almost immediately opposite this building. This building is to be put into a thoroughly fit state to suit your needs and it is hoped will be ready for occupation next summer, after your present lease terminates. A considerable economy will be effected by this move and given normal trading conditions, there seems to be no reason why this company should not again pay fair dividends to its shareholders. With regard to the accounts now before you, it is to be noted that the debt to the Company's Bankers is slightly larger than last year, but this is more than balanced by new stock bought. There is still old stock estimated to be worth \$6,000 to be disposed of which it is hoped will be sold during the current year. Every effort is made by your managers to keep up to date in every way and to obtain for the company as much business as possible and so to meet all competition. Since our last meeting Mr. Hinds has resigned from the Board and Mr. W. J. Gedge has been invited to take his place; his election requires your confirmation. Before formally proposing the adoption of the report and accounts now before you, I shall be pleased to answer any questions that may be put to the best of my ability.

There were no questions. The Chairman moved the adoption of the report and accounts.

Mr. Wong seconded. The motion was carried unanimously. Mr. Wong proposed the confirmation of the election of Mr. Gedge as a director and the re-election of Messrs. Moxon and Gedge as directors for the ensuing year.

Mr. Eyre seconded. Carried. Mr. H. Percy Smith was re-elected auditor on the motion of Mr. Gedge, seconded by Mr. Moxon.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance.

THE REPORT.

The directors' report was as follows:—To the shareholders of William Powell, Limited.

The directors beg to submit to shareholders a statement of the company's accounts for the year ending 30th June, 1910.

The profit for the year, including the sum of \$52.03 brought forward from last account and after allowing for bad and doubtful debts, amounts to \$7,303.15 which, your directors propose, should be absorbed by writing off fixtures and fittings \$4,037.02 and carrying forward the balance \$3,266.13.

It will be noted that there is still a portion of old stock on hand estimated to be worth \$6,000.

DIRECTORS.

Mr. Hinds having retired from the Directorate during the year, Mr. H. J. Gedge was invited to fill the vacancy.

AUDITOR.

The annexed accounts have been audited by Mr. H. Percy Smith, F.C.A., who offers himself for re-election.

G. C. MOXON,
Chairman.

Hongkong, July 22nd, 1910.

SHANGHAI CRISIS.

THE FINANCIAL SITUATION.

The N. C. D. News of 27th ult. says:—As we go to press the report reaches us that an Imperial Edict has been issued authorising the Shanghai Taotai to borrow Tls. 3,500,000 from foreign banks to assist the local market. It will be remembered that on Saturday, in view of the failure of four native banks and their inability to honour their own ten-day orders held by foreign banks for goods delivered, a meeting was held at the Bureau of Foreign Affairs to discuss the financial situation. Among those present were the Shanghai Taotai, representatives of the Chinese Bankers' Guild and the Chinese Chamber of Commerce, Mr. H. E. K. Hunter, representing the foreign bank and Mr. D. L. Landon, on behalf of the Shanghai General Chamber of Commerce. As a result of that discussion, which lasted from 2 o'clock until 7 p.m., it was decided that the Taotai should secure the consent of the provincial authorities and of the Central Government to negotiate a loan with the foreign banks on behalf of the Bankers' Guild with a view to honouring the native orders. The amount of the indebtedness represented by outstanding orders of the banks that had failed was estimated at some Tls. 1,500,000; but owing to the shortage of money among the native banks and the uncertainty of the condition of some of their number, it was decided that the amount of the loan should be Tls. 3,500,000, which (further loan) of Tls. 1,500,000 should be raised from Chinese sources, if possible. It must be borne in mind that the native banks rely to a great extent on foreign money, and if serious doubts regarding their solvency were entertained by the latter and so attempt were made to call in their money, a serious crisis would ensue. The Governor at Soochow and the Viceroy at Nanking gave their consent to the proposal and the scheme has now received the approval of the Central Government's approval. It is to be hoped that, while this money will relieve the financial situation, the present crisis will be solved upon a footing opportunity for regulating the basis on which native business is carried on in Shanghai.

RUBBER IN BELANGOR.

GENERAL DESIRE OF NATIVES TO SHARE IN CULTIVATION.

EAGERNESS OUTRUNNING DISCRETION.

In his administration report on Belangor for 1909, Mr. H. Conway Balfour, C.M.O., the British Resident, makes some useful comments on the rubber industry. He says:—

As this report is being prepared at a time when the attention of the press and the public in most parts of the world is riveted upon the progress of the rubber industry and upon the published observations, recommendations and criticisms of those who are in a position to speak with authority upon all phases of the absorbing topic are within the reach of every one who cares to read them, it seems necessary that I should deal with the subject here further than to place on record available figures relating to cultivation and production, together with brief comment upon the steps which have been taken locally to assist and conserve the industry by scientific and legislative precautions.

An approximation of the area estimated to have been under rubber in Belangor at the end of 1909 is summarised in the table below:

	Acres.
Kuala Lumpur.....	15,000
Klang.....	10,000
Kuala Langat.....	10,000
Ulu Belangor.....	10,000
Ulu Selangor.....	5,000
Total.....	100,000

The estimated area twelve months previously was 87,331 acres.

I think that there can be little doubt that the actual figures are in excess of those given above, because while this table probably provides a near approximation to facts so far as these properties are concerned, so far as rubber constitutes the only or the principal feature, it is necessary to remember that the desire to share in so profitable a form of cultivation has so permeated all classes of native landholders that there is hardly a garden or orchard at the present time, however diminutive its dimensions and however unimportant its condition, which does not contain amidst its tangle of miscellaneous growth a certain proportion of rubber-trees in varying stages of development or decrepitude. So far indeed has the eagerness of some persons outrun their discretion that our officers continually find rubber being planted by occupants who hold their lands by virtue of temporary licenses only and are liable to removal at the end of every year. In such cases it is of course neither the intention nor the wish of the Government that the land should be planted with products of a permanent nature, and some difficulty is being experienced in impressing upon these people that their endeavors to join the ranks of the rubber estate proprietors are not justified by the conditions of their tenure.

On the whole therefore it may be assumed that there are a very large number of rubber trees growing all over the State which have not been and cannot will be taken into account in framing the above estimates.

The arrival of additional areas at a tappable age and the unprecedented rise in the market value of the product have continued to largely augment the amount of rubber exported.

The figures relating to the past four years are those:—

1906.....	681,040
1907.....	1,194,751
1908.....	2,124,170
1909.....	4,509,733

The duty received was \$76,555 in 1908 and \$350,530 in 1909.

DEATH OF MR. T. W. KINGSMILL.

AN OLD SHANGHAI RESIDENT.

An old and most respected resident of Shanghai, a man who was pre-eminently entitled to be classed as one of the builders of the Model Settlement, passed away yesterday evening in the person of Mr. Thomas William Kingsmill, the well-known architect and civil engineer, says the Shanghai Times of 27th ult. The end was not unexpected for Mr. Kingsmill, who was 73 years old, had been in failing health for a long time past, and had recently been in the General Hospital suffering from heart disease. He regained strength sufficiently to return to his home a couple of weeks ago but his medical attendants, Mr. King, could give him no hope of his ultimate recovery. It was merely a matter of a little time he said, and pointed out that the hot weather constituted a dangerous factor in the case. The patient was too weak to be removed from Shanghai so that nothing remained but to nurse him at home and minister to his comfort as assiduously as possible and all this was done by his son, Mr. Gerald Kingsmill, and his attendants. Mr. Kingsmill gradually sank however from day to day until at 6.30 p.m. yesterday he breathed his last peacefully and peacefully and conscious almost up to the moment of dissolution. Disposition of his body was a short while before the end came and Mr. Kingsmill's family joined in the deathbed prayers which were recited. It was characteristic of his great kindness of heart that his last conscious moments should have been devoted to consideration for others. The last words he spoke were in the course of a conversation with his old friend Mr. Lanning regarding an orphan child, the son of a deceased Mason, whom Mr. Kingsmill was anxious to see placed in a Masonic school in England. It was a great wish of his that this should be done and no doubt it will be fulfilled.

Mr. Kingsmill was a member of an English family settled in Dublin and was born in the year 1837. He was educated privately, and early in life came to the Far East engaging extensively in exploration and surveying work in this Empire especially in geological research. Acting under instructions from Chang Yee, the progressive Governor of Shanghai Province, he surveyed and reported on the northern section of the Imperial Canal, which had been dislocated by

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

SANITARY AFFAIRS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir,—At the risk of my mathematical status being misunderstood and of its being thought that I have been metamorphosed into a recurring decimal, I am forced to refer to my letter which you printed yesterday, and which dealt with the Pokfulam reservoir.

I said in my letter that "Much has been made of the difference between chemical examination and bacteriological examination of water." Unfortunately the last half of this sentence was a printing error, and the whole point of the Pokfulam controversy turns on the reliability of the chemical analysis of the water, which is impugned by the bacteriologists. Since writing the letter published by you I have had a most gratifying corroboration of the views expressed in it, and of the views expressed on this subject by the *Hongkong Telegraph* from the very beginning. A scientific man of attainments sufficient to call him to the epithet "personage" has expressed his opinion that there is no valid reason for doing away with the Pokfulam Reservoir, and that for the very reasons given in my letter it ought on the contrary to continue to be used.

While I am writing about this important subject, I may as well say that I am convinced that neither I nor the *Hongkong Telegraph* can be in any way moved by a spirit of carping criticism when discussing the proceedings of that efficient and useful body the Sanitary Board. But not the Sanitary Board as a special committee of its members is infallible. On all matters of controversy there are sure to be one or two faddists. Faddists are always interesting. Sometimes they are so useful as to be great leaders in great causes. They are then benefactors of the human race. Sometimes they are troublesome busybodies.

The Government has taken a practical view of the preservation of the Pokfulam Reservoir. Long may it continue. An interesting subject was raised at the recent meeting of the Board, dealing with the breeding of mosquitoes. I remember that something like this was the subject of an indignation was expressed in the *Hongkong Telegraph* of a quantity of mosquito larvae from Canton. They were intended to feed gold fish with. Gold fish are pretty harmless creatures, but they are emphatically not worth being made a cause of danger to men. The ignorant Chinese who imported these larvae had of course no knowledge of the results of what they were doing. For this reason the suggestion expressed in my letter that Mr. Hooper, that a few thousand pamphlets be printed in Chinese and circulated, explaining how mosquitoes breed, and giving instructions for their prevention, was an excellent one and it is only to be regretted that the Board adopted it half-heartedly. Advertisements are to appear in the *Native Press* on this subject of mosquito breeding. People will be warned against allowing stagnant water to remain in old tins, etc. This is well thought of, but it would have been still better, and little more expensive to have had the whole subject carefully printed in easy Chinese and circulated among households. New ideas are not rapidly assimilated by the Chinese, but once grasped they hold them. I remember that as an American said of a certain Britisher, "rightly but very secure."

Who, ten years ago, could have foreseen the splendid usefulness of the Chinese local dispensaries which work so harmoniously with our sanitary authorities to-day? Much of the credit of this fortunate state of affairs is no doubt due to the Hon. Mr. A. Brewin, Registrar General, whose knowledge of the Chinese and tact are unrivalled. Mr. Lau Chui-pak is another enlightened and useful worker for the common good. I know that many of his countrymen place unbounded confidence in him, and every European who has spoken of him in my hearing has spoken in the same sense as the man who said of him only yesterday, "Lau Chui-pak, yes, very public-spirited man indeed, gives his work and his time for nothing!"

Now I am sure that a little education, in the shape of simply worded pamphlets on the subject of the mosquito and his wicked ways would arouse deep interest among the Chinese, and prove of the greatest assistance to those who are fighting our malarial enemy. Yours, etc.,

THE TRIANGLE.

Hongkong, 4th August.

CLAIM AGAINST CINEMATOGRAPH PROPRIETORS.

CHAIRS WHICH GAVE WAY.

3rd Inst. Before Mr. Justice Hazeland, Acting Puisne Judge, in the Summary Court this morning, The Yik, carrier of No. 24, King Lung Street, sued Messrs. Ramos and Ramos, proprietors of the Empire Cinematograph, to recover the sum of \$6.16, being as to \$4.98, balance due for goods sold and delivered, \$3.18 for work done in repairing 130 chairs and \$1.18 for amount of rent paid for storing 30 chairs. Mr. E. Davidson, of Messrs. Hastings and Hastings, appeared for the plaintiff and Mr. F. X. d'Almeida represented the defendants.

Mr. d'Almeida stated that the contract was that the whole of the work was to be done according to a certain sample. The chairs were to be made of teakwood. The plaintiff made the chairs and duly delivered them to the defendants. The chairs were used but within three days the whole thing came off the seats and joints giving way. Plaintiff was sent for by the man who introduced him to the defendants, but the latter could not be found, having gone to celebrate the Ching Ming festival. In the meantime the chairs were giving way and they were obliged to engage another contractor, who put on clamps to fix up the chairs, the work costing \$184. A month later the plaintiff returned to the Colony and went to defendant's premises. It was told by the defendants that owing to defective work, they were mulcted in extra expenses and that the amount would have to be deducted from the contract price. The plaintiff did not say anything at the time and some time later, the plaintiff did other work for the defendants, which the latter admitted.

In the course of the proceedings, the parties intimated their desire to come to a settlement and the case was stopped.

LONDON TO YOKOHAMA.

IN FIFTEEN DAYS.

Mr. J. S. Scott, of Messrs. G. Strauss and Co., has just made the journey from Charing Cross, London, to Yokohama, via the Siberian route, in fifteen days, or making allowance for the difference in time, in about fourteen days four hours. The *Japan Gazette* understands the trip was delayed nearly a day on account of the breakdown of a bridge on route; other than this, the creditable showing would have been considerably improved. With such facilities by this increasingly popular route, Japan certainly now seems very near the great centre of the West.

GRAVES IN CEMETERY.

SPECIAL COMMITTEE'S REPORT.

and last.

The following report of the committee relative to special care of graves in the Colonial Cemetery, was considered at the meeting of the Sanitary Board this afternoon:—

With reference to the report of the President on this matter, we would suggest:—

1. That the monuments, which require setting up, should be attended to and paid for by Government, as is done in the case of repairs after typhoons. The cost should not be great as there are not many stones in this condition.

2. All trees, which, owing to their size, are damaging grave stones, should be removed.

3. All fir trees overhanging marble tomb stones and causing them to become discoloured should be cut down.

If the above items receive attention all that will remain to be done is the re-laying of old grave stones which is not costly and which might also be undertaken by Government.

4. The sextons should receive instructions to keep the stone or marble slabs of graves clean and the gardeners to weed the graves and water the flowers on them as well as attending to the Government plants.

5. We would recommend that a small vote be taken annually for the above repairs to be increased in case of typhoons by a supplementary vote.

6. As extra, sexton will not be required for the present.

7. If after trial it is found that the extra work is too much for the two permanent sextons, we recommend that the matter be re-submitted to the Board.

Dr. G. H. L. Fitzwilliams moved:—I entirely agree with this. I do not think that the necessary outlay will be great and I think it is the duty of the Colony to look after its own Cemetery and not leave it to be neglected or to depend on private enterprise.

Hon. Mr. E. A. Hewett:—I agree with the recommendations of the committee.

Mr. Lau Chui Pak:—What about the Chinese graves? They should enjoy the same privileges as such expenses are to be borne by the Government.

Hon. Mr. General:—I agree to (1) and (2). As to (3) it would be a pity to cut down a beautiful fir tree to perpetuate the ugliness of white marble. I do not approve of re-laying. There is no use perpetuating a name where there is no care enough about it to be willing to see to the name being re-lettered.

WATER POLO COMPETITION.

SEMI-FINAL MATCHES.

This afternoon the "Buff" met the 8th Coy., Royal Garrison Artillery, in the semi-final of the Hongkong Water Polo Shield competition, and a good tussle is anticipated, both teams being very well matched. The majority of the Artillerymen in the 8th Coy's team were quite new to the game about six weeks ago, but since that time they have practised very hard, and I shall not be surprised to see them in the final. The "Buff" have also got a good lot of men, and took third place at the end of last season amongst the ten teams contested, being beaten only by the V.R.C. and the O.V.C.

The V.R.C. also meet the O.V.C. in the semi-final of the Hongkong Water Polo Shield competition on Tuesday next, the 2nd August, at 5.45 p.m., and this, as usual, will be the hardest and latest game of the season. Both teams have got new blood in them this year, and are in the pink of condition.

The V.R.C. team will consist of:—A. A. Claxton, A. H. Carroll, L. E. Lammer, H. A. Lammer, A. S. Ellis, J. Forbes and A. V. Barros.

Barros is undoubtedly the finest swimmer in the team and will play at centre forward. Carroll is about the next best swimmer, and can be relied upon to fill any position. I think his place will be at centre half; was one of Hongkong's interport representative against Shanghai in the Interport Water Polo last year. L. E. Lammer is undoubtedly the best goalkeeper out East, but will play at full-back, at which he is pretty good, although not a very fast swimmer; he played well in goal last year in the Hongkong-Shanghai water polo contest. H. A. Lammer does not seem to be playing as well as in former years, but is still dangerous in the forward line. A. S. Ellis, the youngest swimmer in the team, is a fairly good swimmer, and plays well as a forward. J. Forbes fills the position of goalkeeper very well. A. V. Barros is an old and safe player, and fills the position of full-back.

The C.Y.C. will be represented by:—R. C. Wicheil, C. J. Cooke, Carl Bunjo, T. Logan, G. Wicheil, Rose and Heigh. Carl Bunjo is undoubtedly one of the best water polo players in Hongkong, and at centre half is very good; represented Hongkong against Shanghai last season. Cooke, another old player, also played against Shanghai last year and is very good as a full-back; he is, I think, the swiftest swimmer in this team. Carl Bunjo is quite new to the game, but in time ought to make a good player. Tommy Logan has proved himself a first class swimmer, and although this is his first year at polo, he has filled the position of centre forward admirably, and needs watching. G. Wicheil has improved a lot this year in the forward line, but still lacks the dash of a good player. Rose is another new member of the game and seems a little slow in his position as a forward. Heigh seems to feel a bit strange in goal, but is improving fast.

"JELLY BUG."

SALVING OF THE "TRIESTE"

AUSTRIAN APPRECIATION.

Vienna, July 5. The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

The *Neue Freie Presse* publishes an article of thanks, and writes that "The English sloop, which, face to face with death, stood by their Austrian comrades in danger, have assured themselves a lasting monument among all seafaring nations. The captain of the British steamer and his brave crew, will be kept in friendly memory by Austria-Hungary."

SHANGHAI BANK FAILURES.

SATISFACTORY ARRANGEMENT.

PROBABLE.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard to the necessary steps for securing the carrying out of the proposal made at Saturday afternoon's meeting. Yesterday at noon a meeting of the Managers of the local Foreign Banks was held at the H. and S. Bank to decide upon joint action in view of the present crisis. It is understood that as a result of the negotiations several native merchants are giving real estate and other property as security for a loan from the Foreign banks of Tls. 3,500,000 and that the Taching bank, at the instance of the Taotai, will advance Tls. 1,000,000 provided the Viceroy's approval is secured. Three natives connected with the banks were arrested yesterday, and to-day two were brought before the Mixed Court.

The *Shanghai Mercury* of 5th June says:—When we went to press on Saturday afternoon the meeting to which we referred in our local columns regarding the financial situation, consequent upon the failure of these native banks, had not been concluded. We are now given to understand that a satisfactory arrangement is in prospect, if the same has not actually been completed. The meeting was held at the Bureau of Foreign Affairs, Bubbling-Well Road, and was attended by the Shanghai Taotai, Tsai Nai-huang, the President and Vice-President of the Chinese Chamber of Commerce, representatives of the Bankers' Guild, Mr. B. Twyman H. B. M. Vice Consul at Shanghai, Mr. David Landale of Messrs. Jardine, Matheson and Co., and Mr. H. E. R. Hunter, local manager of Hongkong and Shanghai Banking Corporation. The situation was fully discussed and certain proposals made. The Shanghai Taotai left Shanghai by the night train for Nanjing last night to consult with Viceroy Chang Jen-chou with regard

THE MITCHELL-LENN CASE

**INTERESTING DISCUSSION ARISES OUT OF
MOTION FOR LEAVE TO APPEAL.**

sitting as a Full Court this morning, Mr. M. W. Slade, x.c., instructed by Mr. P. M. [Edgson, of Messrs. Ewens and Harston, moved a motion for leave to appeal to the Privy Council from a decision of the Full Court delivered on the 17th July last in the case in which Capt. T. A. Mitchell sued John Lamm, architect, for damages, for alleged negligence in connection with this life. Mr. G. C. Alabaster, instructed by Mr. D. V. Stevenson, of Messrs. Deacons, Looker and Deacon, appeared for the respondent.

Mr. Slade stated that that was a motion for leave to appeal to the Privy Council, inasmuch as the judgment delivered by the Court was wrong in fact and in law. The position as to the history of the case accurately. The appellant felt aggrieved at the judgment. Mr. G. C. Alabaster said that the plaintiff also asked that the execution of judgment be suspended. He was instructed to oppose that. The application was made under Rule 5.

The Chief Justice—It's merely a question of procedure.

Mr. Alabaster—They are not as a right entitled to a suspension of execution of judgment.

I ask that the time be cut down from nine months to a much shorter period. I understand that the stay was asked for in order to give the appellant time to send home the papers but he has had heaps of time to do that and I understand that he has already received opinions from home. One month would be amply sufficient. It would be unjust to the respondent to grant the stay, but it would not be unjust to the appellant to refuse it because of a foreign attachment of \$30,000 to recomp him in respect of costs.

Mr. Slade—All the property is tied up. It is a most ingenious device on respondent's part to prevent the appeal. It's very difficult to cut down the property.

The Chief Justice—The question is what security you should put up.

Mr. Babister—Yes, but the stay should not be granted if it do so would not be just to the respondent and I submit it would be unjust to grant the stay.

The Chief Justice—What's your position, Mr. Slade?

Mr. Slade—Our position is that the property is under foreign attachment. We've sold the

The Chief Justice—Assuming that there is \$50,000 in Court there's an end of the bond?—
Mr. Slade—Yes.
Mr. Alabaster—The bond is for \$30,000. They may not value it but it has not been vacated yet. It's not only a case of responsibility kept out of the money for a very long period but the defendant is a bankrupt and four parties are liable. He remains a bankrupt, he's subject to a penalty of \$100 a month to be paid to the Official Receiver to supply assets or creditors simply because the applicant wishes to see whether this Court and the Court below are wrong in their judgments.
Mr. Slade—We are perfectly willing to fall in with my friend's wishes provided he'll furnish security.

Mr. Alabaster—well endeavour to give security.

Mr. Stude—You must.

At this point, the Chief Justice indicated that Mr. Alabaster's point would be allowed, subject to security being provided.

YELLOW RIVER BRIDGE

A MASSIVE CONSTRUCTION.

In connection with the building of the new railway route from Tientsin to Tientsin, the contract for building the great iron bridge over the Yellow River has been secured by the Augsburg-Nurnberg Machine Works and Bridge Building Co. This bridge will be a massive construction of a kind like the Forth Bridge, and not like the one that crosses the Hwangho along the Peking-Hankow line, the length of

which is two miles. These precautions were taken along the Hsien-shui-Pohek line to save a narrow stretch of the river bed. This was the narrowest stretch of the Yellow River, and low water, is only one-tenth of a mile wide. During part of the rainy season the river bed stretches out only two-fifths of a mile, but at the highest water is reached the width is almost two miles.

The Chinese Government, which spends millions in conserving the river embankments, holds the Governors of the provinces responsible, where and when such disasters happen. It is, therefore, no wonder that it is possible that the Chinese are studying the conditions for the building of a

STRONG AND SUBSTANTIAL

bridge over a river, the bed of which has underlying rocks at any reasonable depth, but on the contrary, gives cause that have to be calculated on, such as the continuous washing and changes of its bed. The engineers designed

to sink caissons into the river beds even out to the depth of the sea level, and further reinforced by driving into the mud surrounding the caissons a network of iron-wooded concrete beams, as weighing about five tons. There are for the 350 of the bridge pillars in the midst of the river 350 of such reinforced concrete piles driven into the river bed; these give the bottom support for these enormous caissons 100 ft. by ft., the weight of which is 1,000 tons." It is these supports that the upper granite stone block supports will rest. There are in thirteen across.

BRIDGE COLUMNS.

Four of which are situated in the stream—addition thereto there are the two bridge piers, i. e., one at the North and one at the South. Look upon them, and finally there are seven of such immense bridge pillars erected in the possibly inundated area.

These latter are each 61 ft metres span, while the centre span of the bridge is metres, and the middle spans are each metres wide. Only one of the 61 metres

logs is on the Southern or Tientsin side, the city is situated just five miles straight north of this bridge. The underground works in the inundated bridge ground are little less in depth than that of the river proper. Here the forced concrete pillars, constructed by the Chinese workmen under European supervision, are over a hundred paces of about 40 ft. length. There are over a hundred of these used as the bed supports for their caissons and columns. At the present very low water the Hwangho has only a depth of about 15 ft. this is where the Tientsin-Peking Railway crosses the river at its highest stage. It is about 35 ft. and at low water is only 15 ft. to about 30 ft. and at low water is only 15 ft. endles chain of the river embankment, was anchored on both sides of this thousand long river as a protection.

The engineers have selected a place for the northern end of the bridge which at the water side is protected by a mountainous rock of enormous called the "Tay Shoo Shan" is situated about 10 miles from the city of Tientsin. It was thought that the bridge could be placed far from the end of the river.

NEW TERRITORIES
EXPLORATION.

CHONG HILL SUCCESSFULLY CLIMBED.

Local disciples of the Duke of Argyll are to be found in high quarters in Hongkong, and it is pleasing to learn that their exploring instincts have this time taken them over the attractive hills on the New Territories. On Sunday last a small party of five well-known gentlemen, headed by a leading official, crossed over to the mainland and having safely anchored at Shekling Island, began early in the morning on Sunday to tramp across the sandy shore and the paddy fields. Their objective was the summit of Chong Hill. According to the chart Chong Hill has a height of 3,095 feet, and with the blustering hot sun of Sunday last, it required an enthusiastic heart and the legs of a sportsman to take the explorer up that height. All went well with the party excepting one of its youngest members who, we believe, is yet a griffin in the East. Before he had gone up three-quarters of the height, he was overcome by the heat of the sun and the leader of the mountain climbers had to stand by him. The other members who, by the way, are all used to roughing it in camp in the shooting season, successfully negotiated the height of Chong Hill which they crossed over a little over three hours from the start. By 2.30 p.m. the mountaineers were back on board the launch after having secured the honour of being among the first to attempt to reach the top of Chong Hill since the territory came under British jurisdiction.

RECEPTION AT QUEEN'S
COLLEGE.

MASTERS AND BOYS WILL BE "AT HOME" TOMORROW.

The masters and pupils of Queen's College will be "At Home" to their friends from noon to 2 p.m. to-morrow, at the College, on the approaching mid-summer vacation. The large hall of the College has been specially arranged for the occasion. Visitors will be, first of all, introduced to the popular acting headmaster, Mr. E. Ralph, and then to the masters. After the formal presentation they will be shown round the building. Special invitations have been issued to the leading members of the Chinese community and past donors to the prize fund of the College. This is the first reception of the kind that the College has held, and the pupils are enthusiastic in completing arrangements for making the function a complete success.

A magnificent oil painting of the late Queen Victoria has been presented to the College by the masters and pupils; it will be on view to-morrow. The picture stands 7 feet by 5.

BOARDING-HOUSE KEEPER
SUED.

CLAIM FOR PROVISIONS SUPPLIED.

Before Mr. Justice Haveland, Acting Police Judge, in the Summary Court this morning, Chan Cho, provision merchant, sued Mrs. E. Cameron, of No. 9, Leadenhall Street, for the sum of \$50, claiming for provisions supplied. Mr. M. Reader, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. J. H. Gardiner represented the defendant.

Mr. Harris stated that the action was brought in respect of the amount of the value of provisions supplied to the defendant. There had been a running account between parties for about three months and a good many payments had been made, but in the end the balance of \$50.41 was found due. He did not know whether the defendant challenged his figures or whether the defendant challenged the claim to fall.

Evidence having been called, judgment was entered for the defendant with costs.

MURDER OF A JUNK-WOMAN.

BOATMAN WHO ESCAPED FROM
A FIERY DEATH.

The facts of one of the most brutal murders ever recorded in the annals of local crime were related in the Police Court this afternoon, when Tang Chun Hoi, a Chinese boatman, was arraigned before Mr. E. H. Halliday, First Police Magistrate, on charges of murder and attempted murder on the 5th June last. Joseph or Langley prosecuted.

It appears that on the night in question, while the deceased woman was on board with her husband, three men in a boat approached the couple and asked the man to recite prayers for the safe delivery of one of the men's children from illness. The man knelt down to say the incantations but no sooner had he done so than one of the men dealt a nasty blow on the man's head with a chopper, which rendered the man insensible. The man then proceeded to deal with the woman and having got hold of her threw her overboard. Soon after, they detected a steady movement on the part of the injured man and as they thought they had killed him, they proceeded to deal a series of vicious blows with their choppers on the man's skull. The latter dropped down in an unconscious state and thinking that this time they had disposed of their man, they covered him with joss and set fire to the boat. Meanwhile, the victim of the cowardly assault, who miraculously survived the savage attack, ingeniously escaped death and took in every detail of the men's actions and features. After the men had left the boat, the occupant of the boat proceeded to put out the fire and got the flames under control in a short space of time. Shortly afterwards, the poor man appears to have fallen into a swoon. The boat became waterlogged but the water-reach- ing up to him the man recovered from his trance. The man then became conscious of the fact that the boat was drifting and soon after he was picked up off Cape d'Agulhar by some fishing-boat. He proceeded to Stanley Police Station and there made a report of the outrage. It appears that the motive which led to the almost double murder was one of revenge. It appears that, prior to the sad tragedy, the man had been asked to offer up prayers for his child but instead of recovering the child, he succumbed to his illness. This caused the ignorant boatman to believe that the man had been responsible for his child's death and carried out his murderous plans by way of wronging the father's death. The second request, for praying for a mere child, was refused.

The charges against the man were withdrawn and the man was set free. The man was set free and the man was set free.

The man was set free and the man was set free.

The man was set free and the man was set free.

The man was set free and the man was set free.

The man was set free and the man was set free.

A 150-TON HAMMER-HEAD CRANE
FOR JAPAN.THE MITSU-HISHI DOCKYARD'S LATEST
ACQUISITION.

A recent number of *Engineering* illustrates a 150-ton electrically-operated hammer-head crane recently constructed by the Appleby Crane and Transport Company, Limited, of Parkhead, Glasgow, for the Mitsui Dockyard, Ltd., of Yokohama, Japan. It consists of a four-sided tower on a masonry foundation on a well-piled area. On the tower is a horizontal slewing-jib, which is tied in position by a centre pivot, and revolves on a roller-path secured to the top of the tower. The front end of the jib carries a trolley, on which are fixed the upper pulleys for both the main and auxiliary hoisting-gears. The gears themselves, together with the trolley-travelling-gear, are situated in a house at the back end of the jib. The house, with the gears, is partly to balance the load, while additional balance is obtained by two large ballast boxes, which are fixed at end, and form part of the structure of the jib. The slewing-gear is carried in the framework of jib at the front of the roller-path. Four motions are arranged for, all worked by separate motors—viz., heavy hoisting, light hoisting, racking, and slewing. All these motions can be worked at the same time.

The main hoisting-gear, situated in the house at the back end of the jib, consists of a barrel driven by three spur-gearing speed-reducers, by two 50-h.p. 400-revolutions-per-minute motors. The barrel is of cast iron, 7 ft. in diameter, and has a turned spiral groove arranged to coil the whole of the rope at a single lap, and a substantial flange, on to which its spur-wheel is bolted. The rope passes from the barrel over a pulley fixed on the travelling-trolley to the snatch-block, and thence back to one of the upper pulleys on the trolley, from there back to the snatch-block, and so on, finally being anchored at the extreme front end of the jib. In addition to the three reduction-gears mentioned above, a two-speed gear, with a ratio of 1 to 5, is fitted to the first-motion shaft. The gear is arranged with clutch and levers in such a way that the motor shaft can drive the first-motion shaft either direct or through the speed reduction. When the crane is lifting loads of over 50 tons the reduction gear is thrown into contact, but with lighter loads it is cut out. The barrel spur-wheel and its pinion have cast teeth, the pinion being double-shouldered. All other spur-wheels are of cast steel with machine-cut teeth, and have pinions of wrought steel with machine-cut teeth. All bearings are fixed in a framework with turned and fitted bolts. The rope is 6 ft. in circumference, and was supplied by Messrs. Thomas and William Smith, of Newcastle-on-Tyne. The auxiliary hoisting-gear is also situated at the back end of the jib. It consists of one 50-h.p. motor driving a barrel through two spur-gearing reductions. The rope passes from the barrel over a pulley on the trolley to the snatch-block, back again to the trolley, and is anchored to the front end of the jib in a similar way to the main hoisting rope.

Each lifting-gear is fitted with three independent brakes—viz., an automatic mechanical brake, applied by the load and released by the motor; an automatic electro-mechanical brake, applied by a weighted lever and released by the motor current; and an automatic centrifugal brake, connected to the motor spindle and released by springs. In addition to these three brakes an emergency brake, worked by hand from the driver's cabin, is fitted. In the case of the main gear this brake is capable of lowering heavy loads at any required speed, or of holding them independently of all the other brakes.

The traversing-gear is situated at the back end of the jib. It consists of two vertical drums driven by a 50-h.p. motor through one spur-gear reduction and one worm-gear reduction. The rope is wound around the two drums in opposite directions, and is attached to each end of the trolley. The trolley consists of two carriages running on the two girders forming the jib. The carriages each have four wheels arranged for running on double lines of rails of 4 ft. gauge, and are connected together by a system of cross-girders which carry the rope-sheaves. Rocking bearings are interposed between the cross-girders and the carriages, in order to facilitate the movement on the rails.

The jib rotates on a roller-path which is fixed to the top of the tower. This path is a 40 ft. in diameter, and on it is a complete circle of coned rollers. The rollers are constrained to maintain their radial position by two rings of mild steel, between which they lie, while their pitch is fixed by a series of radial rods which connect to a centre revolving bearing. The jib rests directly upon the rollers, the upper roller-path, fixed to the jib, consisting of two segments each about 20 ft. long, attached to the front and back of the jib respectively. The centre pivot consists of a pin 16 in. in diameter with a nut at the bottom and a flange at the top, which is fixed in a centre box on the roller-path. The roller-path is attached to the girder work of the tower. The centre castings, attached to the jib, revolve on the upper part of this pin. One of these has a swivel-foot bearing to take the horizontal forces, and the other has a radial bearing to take the vertical forces. It has been assumed that through an accident the jib might be loaded to such an extent that it would overcome the balance-weight at the back, and put an upward pull on the centre pin. This pin has accordingly been proportioned to withstand simultaneously a tensile load of 200 tons, and a bending load of 100 tons. Under the conditions the stress on the pin, as made, would not exceed 5 tons per square inch. Normally the pin is an integral part of the structure, and as nearly as can be determined, does not exceed 10 tons with the test load, so that a very ample margin for contingencies is provided. The roller-paths are cast steel, machined top and bottom, and are fastened together at the joints by turned bolts in reinforced holes. The lower part consists of 12 segments, and the upper of four segments. The lower part provided with a ring of double-shouldered cyclical teeth on the outside.

When slewing, the jib is driven by a large pinion which gears with the toothed ring on the roller-path. This pinion is fixed at the bottom end of a vertical shaft, which is driven by a 30-h.p. power, 500-revolutions-per-minute motor through two spur-gear reductions and one bevel gear reduction. The spur-gear is fitted with a claw-clutch arrangement, so that two slewing speeds are provided. The vertical shaft is carried in a long casting, which is fixed to the slewing-gear bed-plate at the top, and the upper roller-path at the bottom. The bed-plate carrying the motor and gear is fixed to a cross-girder inside the jib, and is provided with a protecting-house. The spur-wheels are all of cast-steel, while the pinions are of wrought steel, with their teeth machine-cut from the solid. A cast-iron brake drum is fitted on the first-motion shaft, and is provided with a foot-lever in the operator's cage. The lever is provided with a ratchet segment and pawl, so that operator can fix the brake on when necessary, in order to prevent the jib being blown down in a high wind.

The tower consists of four rectangular columns built up of steel plates and angle sections dovetailed together and provided with horizontal and diagonal bracing on the four sides. The top of the tower is formed with a system of braced girders to carry the roller-path and centre-pin sockets, and is surmounted by a level platform extending to the four sides, and provided with a hand-railing all round. Staircases, built up of channels and chequer-plates, lead from the ground to the top platform, and the upper flight of stairs is in duplicate, and arranged so that the access can always be had to at least one corner of the platform, no matter what position the jib be in. The jib built of steel plates at angles riveted together. The load-arm consists of two compound lattice girders connected together at the extreme end and where they attach to the centre portion. The top members of each girder have two steel bridge-trails at 4 ft. centres for the travelling trolley, and are connected together by bracing, while the lower members are also connected together by bracing, so that each girder laterally stiffened to withstand wind pressure or buckling stresses. The centre portion of the jib is conducted by lattice bracing right across from one girder to the other, and has stiff girders over the roller-path, front and back, and over the centre pin. The girders of the ballast arm are also connected together right across, top and bottom, and have a large steel plate-box stiffened with angles, to hold the ballast.

The motors for the crane were manufactured by Messrs. Vickers Sons and Maxim, Limited, of Sheffield, and are of the totally-enclosed series-wound type. The controllers were manufactured by the Electric and Ordnance Accessories Company, of Birmingham. The electric supply is direct current at 220 volts. The capacity of the crane is as follows:—It will lift 150 tons at 14 ft. radius on slow gear. It will lift 50 tons at 14 ft. radius on quick gear. It will lift 25 tons at 14 ft. radius on auxiliary gear.

SHANGHAI CRISIS.

THE FINANCIAL SITUATION.

The *N. C. Daily News* of 1st instant says:—The Imperial Republic authorities of the Shanghai Taotai to negotiate a loan with the foreign banks for the relief of the native bank crisis has been received in Shanghai, and the loan is now in a fair way to being concluded. A few details remain to be settled, but these will be completed during the holidays (to-day and to-morrow) and in the course of the current week the financial stringency in native circles should be relieved. The loan of £1,500,000 will be divided among nine foreign banks, the Imperial Bank of China and the Mercantile Bank of India being the two establishments that take no part in it.

Already, it is stated, there is a more satisfactory tone in native business. As soon as the loan money has reached its destination, however, it will be necessary to deal with the question of native orders and of native bank liability.

In connection with the bank failures a Chinese shroff, named Ding Ling-chong, who had been arrested on a Mixed Court warrant for debt, was taken before the Magistrate, Mr. P. A. V. and Dr. Schirmer, the German Assessor, at the Mixed Court on Saturday. He was remanded in custody for the trial. Meanwhile the prominent piece-goods merchant and speculator, whose failure led to the present crisis, remains under arrest, and it is not yet known whether a hearing will be instituted against him in the Mixed Court or whether he will be handed over to the City Magistrate.

CHINA AND TIBET.

THE DALAI LAMA.

Peking, Aug. 1. China is thoroughly cognisant of the threatened trouble in Tibet, which led to British troops being ordered to be in readiness to proceed there. The danger lies in the possibility of the Tibetans attacking the British Agencies owing to chagrin at Great Britain's unequivocal refusal to assist in restoring the Dalai Lama. The Tibetans are still strongly agitating for his return and China is considering seriously the advisability of conceding. There appears to be every probability of the Dalai Lama's restoration as the only means of tranquillizing the Lamas. This is the explanation of the long delay in appointing a successor.

If China accedes, the British force may escort the Dalai Lama to Lhasa.—*N. C. D. News.*

LOCAL AND GENERAL.

THE French Mail of the 5th July has been delivered in London.

THE Naval V. C. has reported to the Police the loss of thirty copper spoons valued at \$50.

EIGHT mafiosos were fined \$5 each in the Police Court on Friday for gambling in Kennedy's stable.

THE silk ex O. S. K. at Panama Maru, which left Hongkong on the 29th June, arrived in New York on the 1st August.

A QUINNESS was sentenced to two months' hard labour by Mr. E. R. Halliday on Friday for stealing some clothing from a house in Chater Road.

A CHINESE coolie was fined \$15 at the Magistrate's Court for throwing stones at an Indian watchman employed at the Empire Cinema.

MR. J. M. Michael has received permission from H. M. the King to wear the Order of the Sacred Treasure conferred on him by H. M. the Emperor of Japan.

A NATIVE was awarded six months' hard labour and four hours' stocks at the Magistrate's Court on Friday for the larceny of eleven lengths of silk jolais, the property of Mr. Lyuaght.

MR. R. N. Speers of Messrs. Balfour & Swire's staff in Tientsin has been transferred to Shanghai. He is relieved by Mr. E. C. Hagen from Hongkong, a son of Mrs. Hagen of Tientsin.

"I WASN'T smoking opium; I'm blind and I want to look for my brother," said a native at the Magistrate on Thursday when charged with indulging in the drug in an opium den. Smacks of Irishism, doesn't it?

A BIG tiger, which had carried away several heads of cattle from a kampong in the Raub district, has been at last shot down by the Penghu. A huge snake was also killed near Raub after it had swallowed two goats the previous night.

TWENTY-ONE men were charged at the Magistrate on Thursday for taking part in gambling at 61, Mount Kellett. Two keepers were fined \$40 and the rest \$4 each. Another batch of nine from the same locality were fined \$5 each for a similar offence.

THE German steamer *Lydia* arrived at Manila on 31st ult. from the island of Timor, bringing 117 carabao, 35 horses and head-ox of cattle, to the agent, Mr. Behr, of Messrs. A. & Co. The stock came to the Malacca Development Company, the horses are to be utilised in the carabao and carabao taken to Managua, Malacca.

THE German Mail of the 30th June was delivered in London on 29th July.

A CASE of plague was reported at 205, Queen's Road West on Tuesday. The patient (Chinese) succumbed to the disease.

LIEUTENANT FRANCIS E. B. HANFORD has been appointed to the survey ship *Martin*, Captain F. Q. Learmonth, engaged in Chinese waters.

THE Dombey Ford for the widow of Ramabhai, the second engineer of the *Leather Grange*, announced on July 21 to R.S. 59.

THE steamer *Sae Juan* sailed for Hongkong from Manila on 27th ult. with 824 bags of sugar, shipped by Messrs. Warner, Barnes and Company.

THE attempted assassination of Sir H. Maury, ex-Premier of Spain, in Barcelona was no doubt due to Suñer Maury's severe repression of the revolt in Barcelona in 1909.

THE Hon. Mr. Henry Keswick, of Messrs. Jardine, Matheson & Co., arrived at Shanghai on Thursday last from Hongkong on a short visit to the northern settlement.

FIVE hundred dollars was the penalty imposed on a native at the Magistrate on Monday for selling San Pao lottery tickets. Detective-Sergeant Appleton prosecuted.

H. E. HUI LIANG, Viceroys of Manchuria, according to a Mukden telegram, has borrowed £7,000,000 at 5 1/2 per cent interest, from the Yokohama Specie Bank for five years.

THE Viceroys of Szechuan has ordered the Optum Likin Office to export all the opium held in stock by merchants and to prohibit future storage of opium without permission.

MAJOR E. A. W. CONNERY, Army Service Corps, Deputy Assistant-Inspector of Supplies and Transport, Eastern Command, has been ordered to hold himself in readiness to embark for Hongkong.

IN connection with the recent insubordination of Indian police at Shanghai, the high-landers at that police station, to the number of twenty-five in all, have been wanted out, and were dismissed from the force on 27th ult.

A SHROFF belonging to the Treasury Department was charged by Detective-Sergeant Watt at the Magistrate on Monday with embezzling the sum of \$12. The case was adjourned, bail being allowed in the sum of \$1,000.

H. E. WEN TSUNG YAO, formerly deputy of foreign affairs in Canton and lately Junior Amban at Lhasa, who was recalled on account of the recent trouble in Tibet, is expected to return to Canton in the course of a month.

WE are informed by the Chinese Engineering and Mining Company, Ltd., that the total output of the Company's three mines for the week ending 1st July amounted to 265,000 tons and the sales during the same period to 18,768.16 tons.

AT a meeting of the board of directors of the Shanghai Tug & Lighter Co., Ltd., held last week it was decided to pay an interim dividend on the shares of the company of £1.75 per share on the preference shares and £1.1 per share on the ordinary shares.

A NATIVE was charged before Mr. J. R. Wood at the Magistrate on Tuesday with keeping a ferocious dog. It was alleged by the complainant, a Sanitary Board cooler, that the animal while unchained attacked and bit him. The defendant was discharged.

VICEROY YUAN Shu-hsia of Kwangtung has sent a telegram to the Walwopu, asking it to endeavour to settle the Macao Boundary question as soon as possible, as it is to be feared that the Portuguese will seize some pretext to encroach upon Chinese territory.

WE have it on very good authority, says *The Times*, that the French Mines have across a good piece of land which is suitable for open-cast work, the area is about 30 acres and it is reported that prospecting results indicate 35 carities to the cubic yard.

THE coxswain of the Hongkong Hotel launch was charged before Mr. E. R. Halliday at the Magistrate with going alongside the s.s. *Zybro* while the latter vessel was under way on the 15th July last. The evidence adduced was in favour of the coxswain and the summons was dismissed.

FROM Manchuria are arriving in small consignments by way of the Trans-Siberian Railway. It is only a tentative effort to test the possibilities of the trade. The idea is to see how the goods from Siberia and Manchuria will stand the journey by rail, and whether they are fit to put on the market on their arrival.

THE *Pearse Gas* undertakes that the recent find of oil on property at Trenchon is of a most extensive kind, some portions having a high value as ninety carities per cubic yard. This in conjunction with Mr. Kample Jones' discovery on private land should reassure those who have faith in the continued prosperity of the Trenchon mining district.

IT has already been reported that Taotai So, at present Chief Deputy of Foreign Affairs in Canton, will be appointed Chinese Consul at Singapore to replace Mr. Tso Ping Lung. Mr. So at present Director of the Chinese Imperial Telegraph Administration in Canton to be Taotai So's successor.

THE proceeds realised from the distribution of cheap rice in Canton on the 27th ultimo were as follows:—Eastern Shan, \$2,554; Western Shan, \$4,431; Total, \$7,000. The amount of the 27th ultimo was \$15,000 was realised on rice sold to the natives who went to Canton to obtain the daily supply of cheap rice on that day.

DETECTIVE-SERGEANT WILLS charged two Chinese in the Police Court on Monday for stealing and receiving \$10 worth of jewellery belonging to Miss Hilda Hallas at the Victoria Cinema-theatre in January last. It appears that the first defendant was arrested in the act of redeeming the articles in a pawnshop. Part of the stolen property has been recovered. The men were remanded for a week.

THE municipal board at Manila has received three bids for the large *Pluto*, all of which have been rejected. The vessel will be again advertised for sale. The reasons given for the rejection of the bids is that they are not sufficient. The bids were as follows:—Teodoro R. Yanzco, P18,666; C. B. Williams, P19,000; East Bataas Mining Co., 3,500 tons of coal delivered at the wharf of the port of Batan.

MR. D. DORWARD, manager of the aerated water department of A. S. Watson and Company's extensive business, left yesterday for Hongkong with his wife, reports the *Callan*, of 30th ult. Mr. DORWARD came over from Hongkong some months ago to superintend the extensive alterations in the factory and has just completed the installation of new machinery and the water distilling plant making the plant the finest of its kind in the Orient. Mr. DORWARD has been some years with the firm and in other parts of the Orient and is recognised to be one of the most expert men in his profession in the East.

COMMERCIAL.

August 5th, 1910.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.—

Anglo-Java	115 1/2
Anglo-Malaya	115 1/2
Belgian	115 1/2
Batu Tigar	115 1/2
Bertram	115 1/2
Bukit Kajang (pp)	115 1/2
Bukit Rajah	115 1/2
Caray United	115 1/2
Castellum	115 1/2
Changkat Seng	115 1/2
China (pp)	115 1/2
Do (fully paid)	115 1/2
Damansara	115 1/2
Eastern International	115 1/2
Fed. Selangor	115 1/2
Glenahly	115 1/2
Glenahly	115 1/2
Golden Hope	115 1/2
Highlands and Lowlands	115 1/2
Indragiri	115 1/2
Inch Kenneth	115 1/2
Jagoh	115 1/2
Jongland	115 1/2
Kampong	115 1/2
Kuala Lumpur	115 1/2
Landron (fully paid)	115 1/2
Landron (pp)	115 1/2
Labs	115 1/2
Ladbury	115 1/2
Lingling	115 1/2
London Asiatics	115 1/2
London Ventures	115 1/2
Merlimans	115 1/2
Pajans	115 1/2
Pegoh	115 1/2
Rohet Trust	115 1/2
Sagras	115 1/2
Sandycroft	115 1/2
Sapong	115 1/2
Seafalls	115 1/2
Sekong	115 1/2
Shallford	115 1/2
Singapore & Johore	115 1/2
Sumatra Faras	115 1/2
Sungai Chohs	115 1/2
Sungai Kapar	115 1/2
Tandjong	115 1/2
Tongkah	115 1/2
Tongkah	115 1/2
Ulu Ratu	115 1/2
United Seng	115 1/2
United Singapore	115 1/2
United Sumatra	115 1/2
United Sumpas	115 1/2
Para Robbet	115 1/2

SIAGORE QUOTATIONS.

Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

Ayer Gajah	115 1/2
Ayer Kuning	115 1/2
Ayer Panas	115 1/2
Baligowas	115 1/2
Changkat Seng	115 1/2
Chinohat	115 1/2
Glenahly	115 1/2
Indragiri	115 1/2
New Serendah	115 1/2
Pajans	115 1/2
Pantals	115 1/2
Pegoh	115 1/2
Sandycroft	115 1/2
Singapore & Johore	115 1/2
United Singapore	115 1/2

TO-DAY'S EXCHANGE.

London-Bank T.T.	115 1/2
Do, demand	115 1/2
Do, 4 months' sight	115 1/2
France-Bank T.T.	115 1/2
America-Bank T.T.	115 1/2
Germany-Bank T.T.	115 1/2
India T.T.	115 1/2
Do, demand	115 1/2
Shanghai-Bank T.T.	115 1/2
Singapore-Bank T.T.	115 1/2
Japan-Bank T.T.	115 1/2
Java-Bank T.T.	115 1/2
6 months' sight L/O	115 1/2
6 months' sight L/O	115 1/2
30 days' sight San Pao & New York	115 1/2
6 months' sight do	115 1/2
30 days' sight Sydney & Melbourne	115 1/2
6 months' sight France	115 1/2
6 months' sight do	115 1/2
6 months' sight Germany	115 1/2
6 months' sight do	115 1/2
Bank of England rate	115 1/2
100/100	115 1/2

YARN MARKET.

Hongkong, 5th Aug. 1910.

Since our last report, the yarn market has continued listless. There has been nothing doing, in spite of the willingness of sellers to accept cheap rates. Complaints in respect of overdue contracts continue. Buyers cannot dispose of their holdings, even at low prices, to satisfy demands from the country, owing to the readiness of some holders to sell at low figures. Shanghai market continues dull, which is accounted for by the position of rubber in the Northern settlement, with consequent heavy losses and Chinese bank failures, from which what yarns have been turned to the local market. What margin sales have been transacted were put through at \$1 to \$1.50 lower, as regards the present quotations, a drop of 1/2 to 1/4 has been recorded compared to the previous top rates. At the close, the market is reported very quiet and gloomy.

Total sales 1,100 bales. Unsold stocks 27,000 bales. Sold but undelivered in the godowns and to arrive 40,000 bales.

Arrivals.—The mail steamer *Dumagueta*

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	ON DIVIDEND AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,500,000	\$2,028,958	£2.5/- for half year ending 31.12.09 @ ex 1/91 = \$15.11	5 %	\$50 buyers
National Bank of China, Limited	99,935	7	6	£4,000	\$20,554	\$1 (London 1/6) for 1909		\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	none	\$10 for 1908	6 %	\$17 1/2 sellers
North China Insurance Company	10,000	15	£5	£1,250,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000	\$987,084	Final of \$10 per share, making to all \$50 per share for 1908 and an interim dividend of \$50 per share for 1909	6 %	\$850 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000	\$7,751	\$12 for year ending 31.12.08 and interim of \$5 on account of 1909	7 %	\$305 sales
FIRE INSURANCE.								
China Fire Insurance Company	20,000	\$100	\$25	\$1,000,000	\$438,406	\$6 and bonus \$2 for 1908	7 %	\$112 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,000,000	\$426,218	\$27 for 1908	8 %	\$350 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$57,743	Dr. \$3,777	\$2 1/2 for 1908		\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000	none	\$4 for year ending 30.6.1908		\$28 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$20,000	122,766	Final of \$1 1/2 for account 1910	8 %	\$32 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£138,100	£537.82	£6/- for 1907 on Preference shares only @ ex 1/91 = \$3.15		\$65 sellers
Do. (Deferred)	60,000			\$780,000	192,994	3rd ln. of 2/- per sh. (coup. No. 12) making in all 4/- for 1908 & interim of 1/- for ac. '09	5 %	94/-
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$100,000	11,159	A dividend of 7 % for yr. ending 30.1.1910	5 %	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$61,681		A bonus of 5 %	4 1/2 %	\$15 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$50,000	Dr. \$8,090	\$10 per share for 1909	6 %	\$167
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$15,893	\$5 for 1907		\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 6,435	Tls. 10 for year ending 31.3.09		Tls. 800 sellers
Mining.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$25,000	£1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 16 sales
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year		Pa. 12
Rauch Australian Gold Mining Company, Limited	150,000	£1	£1	£4,171	none	\$1 per share 13th dividend	5 %	\$7 1/2 buyers
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	none	none	Final of Gold \$0.05 for 1909 in all G \$1.15		41/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.09		\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$550,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$54 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$88,448	\$137,765	Interim of \$1 1/2 for account 1909		150 b. and ss
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,200,000	Tls. 6,435	Final of Tls. 1 making Tls. 6 in all for 1909	6 1/2 %	Tls. 77 sellers
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 1,200,000	Tls. 6,435	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 118 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,124	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 107 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000	\$24,041	\$1.20 on old and 60 cents on first new issue (\$2.60 on old shares and 1.30 on new shares) for half year ending 31.12.09	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000	\$1,277	Final of 1/6 making 3/- for 1909	2 %	\$104 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$279.4	Final of 1/6 making 3/- for 1909	7 %	\$98 1/2 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$25,000	\$5,471	45 cents for 1909	6 %	\$87 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$25,000	\$269	\$2 1/2 for 1909	8 1/2 %	\$32 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 6,435	Interim of Tls. 3 for 1909	6 1/2 %	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	none	11,058	Final of \$1.80 making in all \$3.80 per share for 1909	8 1/2 %	\$39 buyers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 250,000	Tls. 10,091	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 127 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 1,000,000	\$9,553	50 cents for year ending 31.7.08	8 %	75
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,172	Tls. 7 1/2 for year ending 31.7.09	12 %	Tls. 63
Lao-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 2,000	Tls. 4,830	Tls. 6 for 1909	7 %	Tls. 68 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 11,172	Tls. 31,172	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	15 % per share for 1908		\$10 buyers
China Light and Power Company, Limited	60,000	\$12	\$12	\$1,000	\$61,128	60 cents for 1909	6 %	\$94 sellers
China Light and Power Company, Limited (Do. Do. special shares)	10,000	\$1	\$1	\$100,000	12,602	10 cents for year ended 28.2.06		\$140 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000	\$1,000	80 cents for 1909	9 %	\$8 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	\$1,000	\$1,893	\$1.20 for year ending 31.7.09	6 1/2 %	\$107 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000	\$4,590	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$6 1/2 a. and ss
H. Price & Company, Limited	12,000	\$10	\$10	none	\$670	14 per cent. via \$1.40 for 1909	12 %	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$100,000	\$7,616	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$107 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$100,000	\$6,176	Final of \$8 for 1909	9 %	\$135 buyers
Hongkong Roam Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 5,000,000	Tls. 116,682	Final of \$1 making in all \$2 for 1910	6 1/2 %	\$21
Maatshappij of Mij, Bosch en Landbouwen plantatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 5,000,000	Tls. 116,682	and interim dividend of Tls. 12 1/2 for 1910	5 %	Tls. 1,400 s.
Peak Tramway Company, Limited	25,000	\$10	\$10	none	\$3,014	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.10	5 1/2 %	\$14 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None		\$1.60 s. & 1/2 b. \$10.
Philippine Company, Limited	75,000	\$10	\$10	Tls. 14,810	Tls. 5,350	Final Tls. 5 making Tls. 8 for 1908	2 %	Tls. 105 sellers
Shanghai-Sumat Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	none	none	First year		\$20 sellers
Société des Papiers et Papeteries du Tonkin	50	Halpung	Halpung	none	none	None		\$200 currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$1,000	None		\$25 buyers
Steam Laundry Company, Limited	10,000	\$25	\$25	none	\$27,86	10 % for year ending 31st May 1910	1 %	\$5 1/2 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$10,000	\$348	80 cents for year ending 31.12.09	8 %	\$7 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	none	\$1,041	60 cents per ord. share for year ending 31.5.09	5 %	\$12 1/2 sellers
Watkins Limited	10,000	\$10	\$10	\$100,000	\$2,011	25 cents for 1909	11 %	\$3 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$100,000	\$2,011	None		\$7 sales
William Powell, Limited	15,000	\$7		none	\$782	None		\$3 1/2 sellers

HONGKONG AVERAGE MARKET PRICES.

Corrected 4th August, 1910, 100 cts. per 5 Mins.

BUTCHER MEAT.

Butcher Meat	Cents.
Beef sirloin & prime cut—Moi Lung Pa. B.	20
" Corned—Ham Ngau Yuk	22
" Roast—Shiu	22
" Breast—Ngau Lam	15
" Soup, Tong Yuk	20
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lam	20
" Sausages—Ngau Yuk Chang	26
Bullock's Brains—, Know	9
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	50
" Heart—Ngau Sam	12
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Keok	18
" Kidneys—Ngau Yid	9
" Tail—Ngau Mel	12
" Liver—Ngau On	12
" Tripe (unadressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai-tan-keok	\$1.00
Mutton Chop—Yong Pal Kwat	22
" Leg—Yong Pal	22
" Shoulder—Yong Shan	22
Pigs' Chittlings—Chi cheong	22
" Brains—Chi Keok	24
" Feet—Chi Keok	12
" Fry—Chi Chuk	25
" Head—Chi Tau	15
" Heart—Chi Sum	11
" Kidneys—Chi Yin	8
" Liver—Chi Kon	10
Pork Chop—Chi Pal Kwat	18
" Corned—Ham Chai Yuk	—
" Leg—Chi Pal	24
" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Yong Tau	10
" Keok	10
" Heart—Yong Sum	6
" Kidneys—Yong Yid	9
" Liver—Yong On	24
Sucking Pigs, To Order—Chi Chai	22
Suet Beef—Sang Ngau Yau	20
" Mutton—Sang Yung Yau	22
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Poultry	Cents.
Chickens—Kai Chai	32
Capons, Large, Small—Sin Kai	33
Ducks—Ap	28
Doves—Pan Kau	—
Eggs, Hen—Kai Tan	24
Fowls, Canton—Kai	26
" Hainan—Hoi Nam Kai	22
Geese—Nga	32
Geese, Wild Shanghai—Sheng Hoi Ye	—
Ngo	—
Musk Deer—Wong Keng	—
Hare—Ta Chai	—
Partridge—Che Khoo	—
Pheasant—Shan Kai	—
Pigeons, Canton—Pak Kup	—
" Holow—Hohow Pak Kup	—
Quail—Um Chai	—
Rice Birds—Wo Fa Chuk	—
Salpae—Sa Chai	—
Turkeys, Chok—Fo Kai Kung	—
" Hen—Na	—
Wild Ducks, Shanghai, Sul-ap	—
Ten, Shanghai, Sul Ap Chai	—
Wild Ducks Canton—Sang Shing Sol	—

FISH.

Fish	Cents.
Barbel—Ka Yu	10
Bream—Bin Yu	16
Canton Fresh Water Fish—Hoi Sin Yu	20
Clamp—Li Yu	16
Catfish—Chik Yu	11
Codfish—Muo Yu	17
Crabs—Hal	12
Cuttle Fish—Mak Yu	12
Dab—Sa Ma Yu	17
Dace—Wong Mei Lun	9
Dog Fish—Tli To Sa	13
Kala, Oolong—Hal Man Yu	17
" Fresh water—Tad Sol Yu	16
" Yellow—Wong Sin	23
Frogs—Tian Kai	13
Garoupa—Sek Pan	50
Gudgong—Pak Kup Yu	11
Herring—Tio Pak	20
Hallbut—Cheung Kwan Yu	28
Lahru—Wong Fa Yu	18
Loach—Wo Yu	28
Lobsters—Lung Ha	20
Mackerel—Chi Yu	24
Monk Fish—Mon Yu	28
Mullet—Chai Yu	24
Oysters—Sang Hoo	17
Parrotfish—Kai Kung Yu	11
Parch—Tan Loo	16
Pike—Fa Pan Poong	9
Plaice—Pan Yu	20
Pomfret, Black—Hak Chong	21
Pomfret, White—Pak Chong	21
Prawns—Ming Ha	48
Ray—Pai Pa ba	10
Rock Fish—Sek Kuo Kung	10
Rock—Chun Yu	10
Sardines (Gruh), (Kai) Kai—Hoi Yee	10

Shark—Sa Yu	9	Cents.
Shark—Po Yu	10	
Shrimps—Ha	28	
Snapper—Lap Yu	24	
Soles—Tat Sa Yu	28	
Tench—Wan Yu	20	
Turbot—Oho How Yu	24	
Turtles, small, fresh water—Keok Yu	50	
White Bait—Ngau Yu Chai	—	
FRUITS.		
Almond—Hung Yau	24	
Apples, (California)—Kam Sau Ping	28	
" (Chaofo)—Tia Chun Ping	10	
" Small—Hoi Tong	—	
" Outard—Fan Lai Chai	—	
Bananas, fragrant, Canton—Sang Sheng	3	
" (bridges), Macao—San Heng Chai	5	
Cherries, Chinese—Fong Lut	10	
Carambola—Yung Tou	10	
Cocconuts—Yeh Tai	18	
Grapes—Sia Tai Tai	—	
Lemons, China—Ning Moong	18	
" Amer.—Kum San Ning Moong	25	
Lichees, Small Stone—Lai Chai Con	—	
" Fresh, Lai Chai	—	
Limes (Salmon)—Sal Kung Ning	6	
" Moong	12	
Mango, Manila—Lui Sung Moong	20	
Mango, Saigon—Sal Kung Moong	35	
Mangosteens, San Chuk Ter per doz	—	
Oranges, Tim Chong	—	
" Small—Tai Kut	—	
" Mandarin—Tim Kut	—	
Olives—Pak Lam	—	
Passion Fruit	—	
Pears, (American)—Kam San Shut Li B	8	
" (Canton), Cooking—Sa Li	8	
Peanuts, Fa Sang	10	
Perlimmon, Large, —Hung Chai	14	
Pine-apples, 1st quality—Sheng Poon	11	
" Ti Paw-law	—	
" 2nd cooking—Chung-lang	—	
" Paw-law	—	
Pistachio—Tai Chai	3	
Plums, Swatow—Hung Lai	7	
Pumpkin, Small—Chai Lo Yau	12	
Walnuts, Hop Tou	12	
" Green—Sang Hop Ton	—	
Shanghai Lo Kwai	5	
VEGETABLES, &c.		
Artichokes, Shanghai—Sheng Hoi Ah	10	
" Chai Chai	14	
Beans, (French) Macao—Oh Moon Pin	8	
" Piu Tau	8	
Beans, Sprout—Ah Chai	8	
Beans, Long—Tau Kok	—	
Beet Root—Hung Chai	—	
Brijals, Green—Cheng Yuen Ker	4	
Brijals, Red—Hung Ker	4	
Bamboo Shoots—Chook Shun	10	
Cabbage, Chinese, com.—Kai Choy	4	
Cabbage, Red—Kai Lan Tau	—	
Cabbage, (Shanghai)—Yeh Chai	10	
Cane Shoots, bunch—Kau Shan	5	
Cauliflower, Large size—Tai Yeh Choi	—	
" Fa	—	
Cauliflower, Medium size—Cheng Yeh	—	
" Choi-fa	—	
Cauliflower, Small size—Sai Yeh Choi-fa	6	
Carrots—Kam Shun	5	
Celery, Chinese—Tong Kan Choy	5	
Celery, English—Young Kan Choi	—	
Celery, White—Pak Yung Kan Choi	5	
Chillies, Dried—Gon Lai Chai	5	
" Red—Hung Fa	5	
" Green—Cheng Lai Chai	5	
Curry Stuf, English—Ka Lee Choi Lin	8	
Cucumbers—Cheng Kwa	10	
Glatter Squash—Fu Kwa	6	
Garlic—Suen Tai	4	
Ginger, young—Sun Tai Keung	4	
" old—Lo Keung	4	
Horse Radish, Shanghai—Lik Kan	25	
Indian Corn—Sok Mak	—	
Lettuce—Yeung Sang Choi	6	
Water Okra—Ma Tai	1	
" Mandarin—Kwai Lum Ma Tai	3	
Musk Melon	25	
Mushrooms, Fresh—Sang Cho Kho	35	
Onions, Bombay—Yeung Chung Tau	7	
" Green—Sang Chung	5	
" Shai—Sheng Hoi Chung Tau	5	
" Japan—Yat Poon	—	
Okra—Mo Ker	10	
Parley, English—Yeung Un Sai	50	
Green Peas—Cheng Tai	10	
Potatoes, Sweet—Fan Shai	3	
" Shanghai—Sheng Hoi Shu	3	
" Tai	3	
" Japan—Yat Poon Shu Tai	3	
" American—Fa Ki	—	
" Foochow—Fai Chan Shu Tai	3	
" Macao—Oh Moon	—	
Pumpkin—Toong Kwa	3	
Radish—Hung Lo Pak Tai	3	
Rhubarb	5	
Shallots—Gon Chung Tau	5	
Springs (Chinese)—Paw Choi	—	
Spinach—Yin Choi	3	
Tomatoes—Fan Ker	7	
Taro—Wo Tai	3	
Turnips, Fan-ai (Long)—Low Pak	3	
" English—Yeung Lo Pak	—	
Vegetable Marrow—Chit Kwa	4	
Water Cress—Sai Yung Choi	7	
" Calrops—Lan Kwa	—	
" Lily Roots—Lin Ngau	4	
Yams—Tai Shu	—	
Sage	—	
The prices necessarily vary from day to day,		
and the Sanitary Board has no power to compel		
sellers to sell at the prices given.		